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# THE INDUSTRIES OF NEW JERSEY

PART 2.

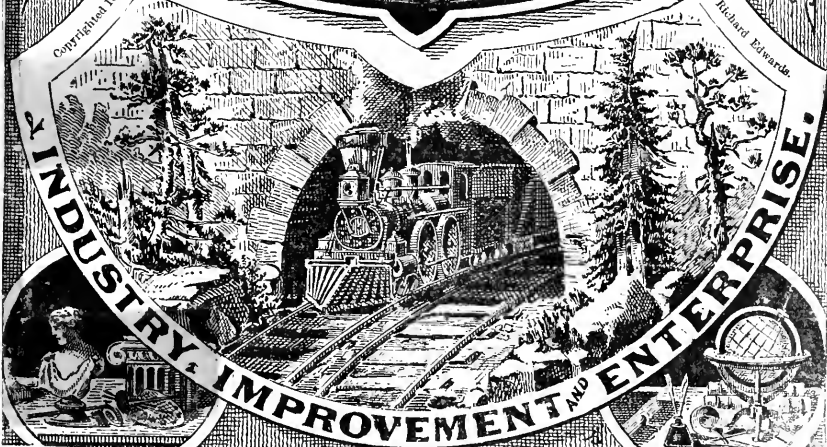
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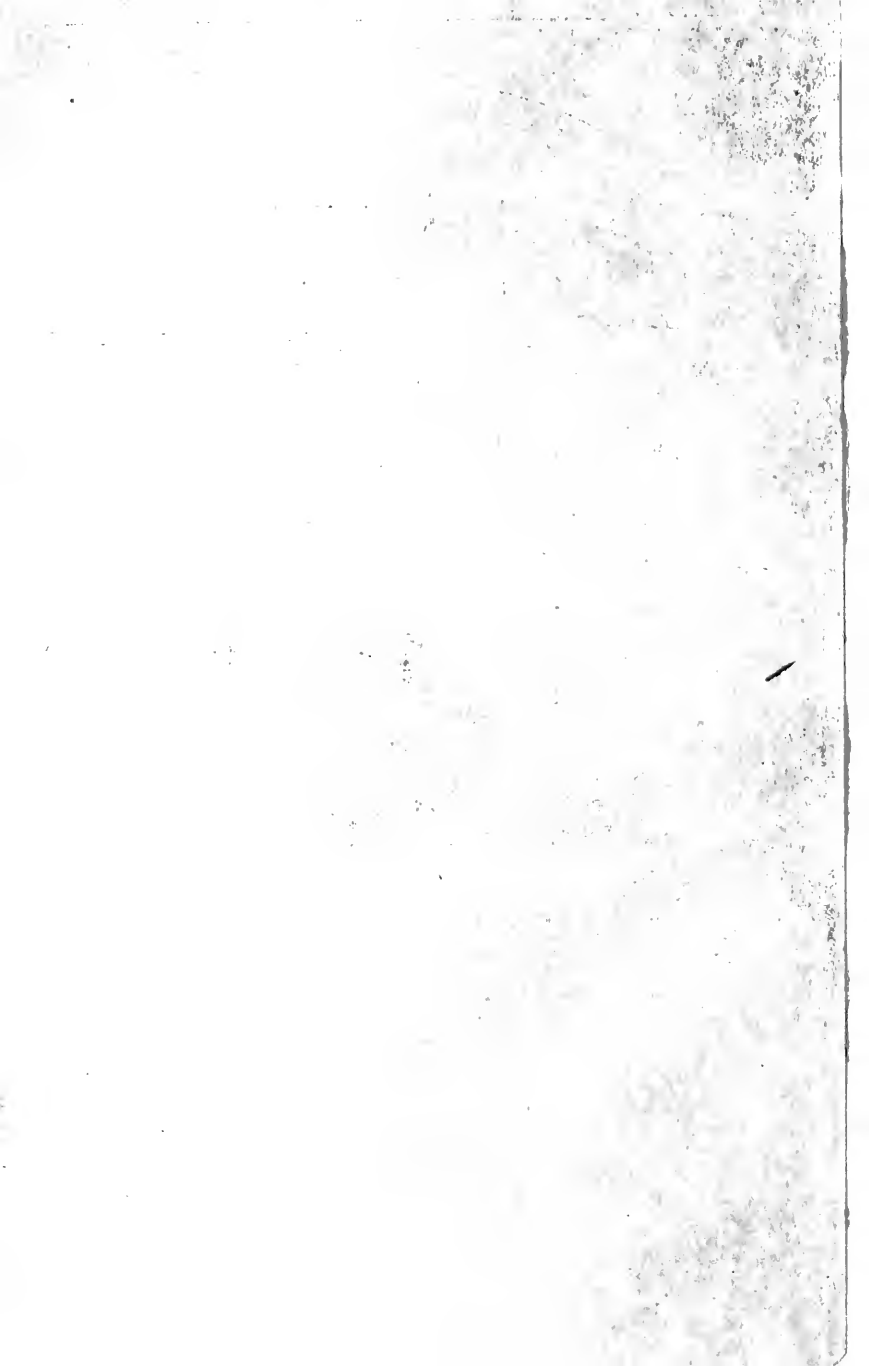


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INDUSTRY IMPROVEMENT AND ENTERPRISE.





## PART II.

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# INDUSTRIES OF NEW JERSEY.

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CUMBERLAND, SALEM, GLOUCESTER, ATLANTIC,  
CAMDEN AND CAPE MAY COUNTIES.



THIS PAMPHLET IS COMPLETE, AND IS A PORTION OF A LARGE VOLUME OF GREAT VALUE TO MERCHANTS,  
MANUFACTURERS, TRAVELERS, EMIGRANTS, FARMERS, AND ALL RESIDING IN OR INTERESTED IN  
THE GROWTH AND PROSPERITY OF NEW JERSEY AND ITS VARIOUS INDUSTRIAL PURSUITS.

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1882.

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Quaker City House, Atlantic City.....	342	Snyder, A. J. & Co., wall paper,	311		
Radnor Cottage, Atlantic City.....	346	Woodbury.....	311		
Razan, J., florist, Camden.....	367	Snyder, I. R., restaurant, Cape	286		
Rancorn, C. F., cigars, Gloucester.....	278	May.....	286		
Read Cottage, Atlantic City.....	337	Sofler & Son, linware, Woodbury	209		
Read, Park & Co., shirt manufactur-	255	Southern House, Atlantic City.....	326		
ers, Bridgeton.....	255	South Jersey Inst'te [The], Bridge-	265		
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Reed, L. Jr., grocer, Atlantic City.....	326	Stanger, S. H., Jr., general store,	317		
Reeve, R. H. & B. C., oil cloth in 'ris,	362	Gloucester.....	317		
Camden.....	362	Stanton & Branning, lumber, Cam-	369		
Reeve, F., lumber, etc., Millville.....	274	den.....	369		
Reeves' Hotel, Glassboro.....	317	Starr, C. W., dry goods, Woodbury	210		
Reilly, M., marble, Gloucester.....	379	Stephany, A., conveyancer, Egg	353		
Riley, J. K., boots and shoes, Woods-	297	Harbor.....	353		
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Rumy, P. E., provisions, Camden	379	Strauss, F., linware, Atlantic City.....	261		
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St. Charles [The], Atlantic City.....	243	Summerill, J. & Bro., general store,	301		
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St. James Hotel, Atlantic City.....	347	Tallman, E. C. & Son, boots and	291		
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# STATE OF NEW JERSEY.

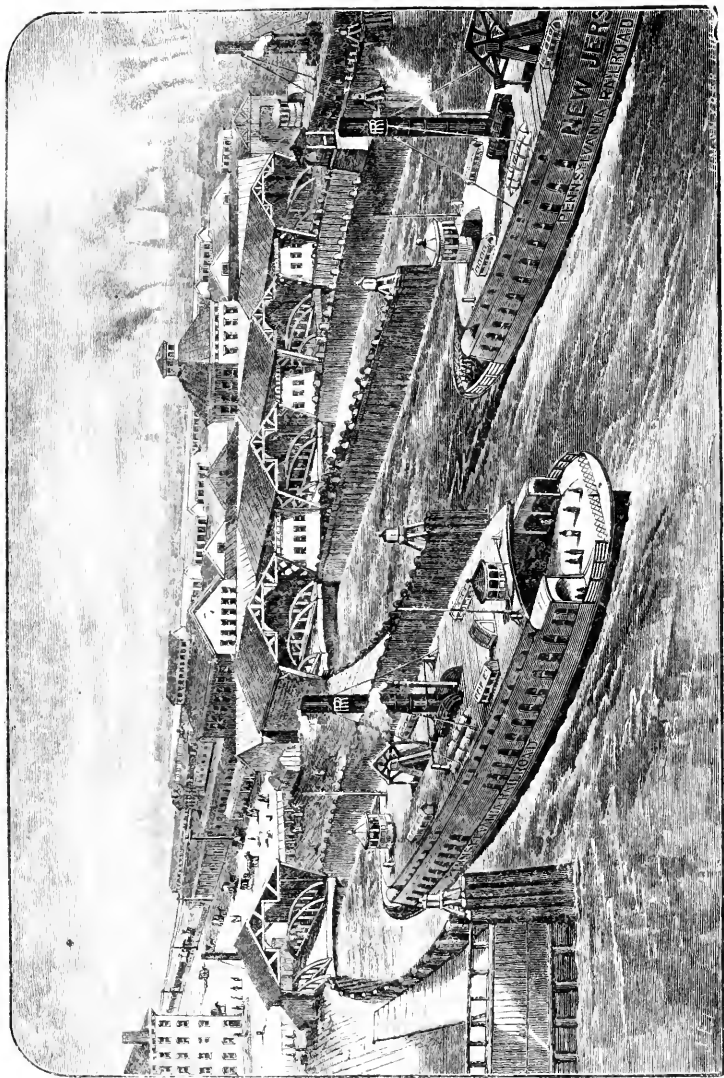


HISTORICAL AND DESCRIPTIVE REVIEW—INSTITUTIONS, INDUSTRIES, COMMERCE AND TRADE—  
COUNTIES, CITIES, TOWNS AND BUSINESS INTERESTS—GEOGRAPHICAL, COMMERCIAL  
AND MANUFACTURING ADVANTAGES, ETC., ETC.

One of the smaller States of the American Union, in area, and overshadowed on either side by its next neighbors, the great States of Pennsylvania and New York, the State of New Jersey has ever maintained a conspicuous and honorable rank as second to none in enterprise and prosperity, and the peer of the largest and greatest in promoting the common weal of the country—in earnest patriotism and self-sacrificing devotion to the perpetuity, honor and progress of the great republic. Long before the American colonies had developed into the American nation—indeed, more than a century before—while yet American history had not advanced beyond the *preface* and *introduction*, “the province of *Nova Casarea*, or New Jersey,” had achieved no insignificant fame for the manly courage of its people, and their outspoken determination to maintain their rights and liberties.

The first successful attempts to colonize within the district embraced in this State were made by the Dutch, a small party of whom settled in the year 1618 in that part of Jersey City which until 1870 was the village of Bergen; and five years later a second colony established itself at the mouth of Timber Creek, south of the subsequent site of Gloucester city, where the leader of the expedition, Captain Cornelius Jacobse Mey, built Fort Nassau. It is quite possible that this old fort stood where the little village of Red Bank (Gloucester County) now stands, and where a small body of Americans gallantly withstood a much larger body of Hessians, in October, 1777. Other settlements were effected by the Dutch, both in East and West New Jersey, and in 1627 several parties of Swedes settled along and near the Delaware shore, chiefly within the present limits of Gloucester County, their chief settlement being still known as Swedesboro’.

The Dutch had made their principal settlement in New York, while the main colonies of the Swedes were in Delaware and southeastern Pennsylvania; the former designated their American possessions New Netherlands, and New York city was called New Amsterdam, while the Swedes gave the name of New Sweden or New Swedeland to their settlements, and their chief town they called Christeen, or Christiana. As was to be expected, the two could not long continue to live and rule peaceably so near one another, and the Dutch, being the stronger, after repeated attempts, succeeded in obtaining the mastery. The greater part of the Swedes were permitted and consented to remain. Meanwhile, the English had established themselves in New England and in Virginia and Maryland, and the Dutch were not long to hold the intervening territory. The English had the same right to dispossess the Dutch as the latter to dispossess the Swedes—the right of might. The Swedes had made common cause with the Dutch against the English; and for some years the two succeeded in preventing English settlements upon the Hudson and Delaware Rivers, and within the territories of New Netherlands and New Sweden; but the British government had only awaited its own convenience, without relinquishing its so-called *claims*, and in 1664, Charles II. issued a patent to his brother, the Duke of York, giving him the entire district from New England to Maryland, and to make good the patent sent an expedition to seize the territory ceded. The Dutch governor of New Amsterdam, Petrus Stuyvesant, was a brave and accomplished soldier, but he was utterly unable to withstand the British fleet and land force, and wisely surrendered without the firing of a gun. New Amsterdam (New York), the seat of government of the entire Dutch possessions on the continent, having been surrendered by the governor, the forts and settlements on the Delaware, of course, could offer no resistance, and were likewise seized without difficulty.



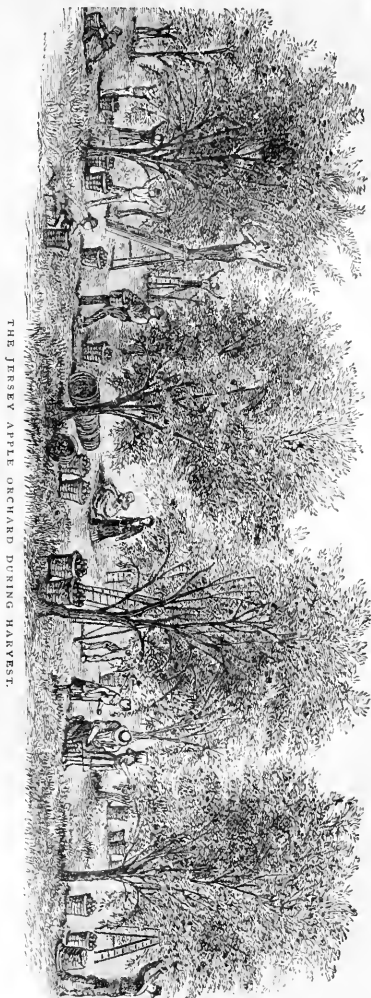
BIRDS-EYE VIEW OF NEW YORK CITY, NEW YORK FERRIES, AND PENNSYLVANIA RAILROAD STATION.

Thus New Jersey passed under British rule, together with New York, Delaware and Pennsylvania. In 1673, the Dutch temporarily recovered their part of the territory, but it was all finally yielded up to Great Britain in the treaty of that year, and the British government continued in undisputed possession until the revolution.

During the Dutch and Swedish occupancy, New Jersey had no separate territorial recognition, but was regarded simply by the Dutch as a part of New Netherland, while the settlements of the Swedes were part of New Sweden. So, too, the patent of the Duke of York comprehended a vast district, extending from Maryland on the south to the St. Lawrence on the north, and from New England on the east, without defined boundary on the west. The entire tract was known only as the province of New York. On the 23d and 24th days of June, 1664, the records tell us that the Duke of York did "in consideration of a competent sum of money, grant and convey unto Lord John Berkeley, Baron of Stratton, and Sir George Carteret, of Saltrum, in the county of Devon, to their heirs and assigns forever, all that tract of land adjacent to New England, west of Long Island and Manhattan's Island, and bounded on the east by the main sea, a part of Hudson's River; on the west by the Delaware Bay and River, extending southward to the main ocean as far as Cape May, at the mouth of Delaware Bay, and north by the northernmost branch of said bay and river of Delaware, which is in forty-one degrees and forty minutes of latitude, in a straight line to Hudson's River; said tract of land hereafter to be called Nova Casarea, or New Jersey; and also all rivers, mines, minerals, woods, fishings, hawkings, huntings and fowlings; and all other royalties, profits, commodities and hereditaments whatsoever to the lands and premises belonging, or in anywise appertaining, with their and every of their appurtenances, in as full and ample a manner as the same is granted unto the Duke of York, by the before-recited letters patent."

Under this conveyance, Lord Berkeley and Sir George Carteret were joint *proprietors* of New Jersey until 1676, when the former desiring to sell his interest, the province was divided into two parts, designated East New Jersey and West New Jersey, Sir George Carteret receiving and holding the one, and Lord Berkeley receiving and selling the other to "John Fenwick, in trust for Edward Byllinge and his assigns." Soon afterwards, a "difference" arose between John Fenwick and Edward Byllinge, and the latter being heavily involved in debt, as it appears, presented his interest to his creditors, who were represented by Gawen Laurie, Nicholas Lucas and William Penn, as trustees. John Fenwick, however, received a "tenth" of West Jersey, his tenth including the site of the city of Salem, and "a considerable tract in the vicinage."

It is a boast of the citizens, especially of the land owners of New Jersey, that not a foot of its soil was taken by fraud or force from the Indians, but every foot was honorably bought and paid for to the satisfaction of the Indian owners. This was the case with the first Dutch settlers, the Swedes, and later with the English Friends (or Quakers), and it is said that subsequent *proprietors* all pursued the same honorable course. When



THE JERSEY APPLE ORCHARD DURING HARVEST.

the Dutch dispossessed the Swedes of rule over their colonies in New Jersey, they did not disturb or call in question any property ownership or rights, but permitted the Swedish owners to hold their properties and protected them in their rights. The English, in their turn, when they assumed the government, pursued the same equitable course, recognizing and protecting both the Dutch and the Swedish settlers in their rights. And

the English proprietors, before selling or giving a foot of land to English settlers, bought the land of the Indians, or where these had already sold to Dutch or Swedish proprietors, if the latter were actual settlers, they were given the option of holding the land actually occupied and selling the remainder or selling all, if they did not wish to remain under British rule, while those of the Dutch and Swedish owners who were not actual settlers were paid in full for their lands.

Subsequently others were taken into partnership in the proprietorship, and the number of proprietors was largely increased. For nearly one hundred years the government was entirely by the proprietors, who framed the first laws, appointed the governors and other chief administrators, and subsequently conceded to the colonists certain rights and privileges of self-government. But,



A JERSEY FARMER'S RESIDENCE.

in time, disputes arose among the colonists, and some of the proprietors became involved therein, and abuses likewise sprang up in the administration of the laws, so that at length a large number of the proprietors of both East and West Jersey united in a petition to Queen Anne, declaring their inability longer to govern the colonies, rendering their surrender of the government to the crown, and praying the queen to accept and assume the same.

The queen accepted the surrender, and appointed Lord Cornbury, a nobleman of high rank, governor, with a council of thirteen; she declared her wish that the two provinces should be thoroughly united into one, and gave remarkably full and no less remarkably judicious instruction to the governor for the administration of the government. Among the instructions was one directing him to cause a general assembly to be elected by the colonists for the enactment of laws for the mutual good of the entire province. Thus was self-government conceded to the colonists, and, so far as the queen could provide therefor, everything was ordered for the best interests of the province. But the governor proved utterly unfit for his important trust, and the queen found it necessary to recall him and appoint another. Lord John Lovelace, Baron of Hurley, proved in every way acceptable, and peace and prosperity again prevailed, but scarcely had he won the confidence and goodwill of the colonists when he died, and the government devolved temporarily upon a very inferior man, Ingolsby, the lieutenant-governor. Fortunately, his rule was short, and soon a new governor, Brigadier-General Andrew Hunter, arrived, who proved capable, honest, and in every respect a successful and acceptable ruler, during ten years that he held the office the colonists and province were contented and prosperous. He was succeeded by William Burnet, son of the famous Bishop Burnet, who though not the equal of Governor Hunter, was on the whole not unsuccessful in administering the government. After seven years-governorship of New York and New Jersey, he was removed to Massachusetts in 1727, and after him the governors were successively, John Montgomery, Esq., who died in office in 1731; Col. Lewis Morris, *pro tem.*, for a year; William Crosby, who died in office in 1736, and was temporarily succeeded by John Anderson, the president of council, and he lived but two weeks, and was succeeded by John Hamilton, another member of council; he acted as governor for nearly two years, when, in 1738, a commission arrived making Lewis Morris governor of the province of New Jersey, separately from New York; Colonel Morris was the first governor of New Jersey alone and the only American who held the office by royal commission, except William Franklin, of whom we shall speak again later; Governor Morris was at once a successful and popular ruler, and was sincerely mourned by the people of the province when he died in 1746; John Hamilton again occupied the office as president of council for a few weeks, when he too died and was succeeded by John Reading, until the ensuing summer, when Governor Jonathan Belcher arrived; Governor Belcher served ten years and died in 1757; he was succeeded by John Reading, *pro tem.*, Francis Bernard, removed to Massachusetts after two

LOWEST AND HIGHEST PRICES OF COMMODITIES FOR FIFTY-SIX YEARS—1825—1880.

These tables of prices have been compiled upon the basis of selecting the leading articles entering into general consumption, whether as semi-luxuries or the necessities of life. The prices quoted being those of the New York market, still wider variations would in some cases have been exhibited if other markets, near the centers of production of some leading staples, had been collated with these. The tables exhibit the violent fluctuations of the civil-war period in the United States—1861-65—and the years of expansion immediately succeeding in contrast with the general decline of the past few years, which has not yet reached, however, save in a few articles, the minimum prices which prevailed before the war.

Year.	Hops.		Iron, Bar.		Iron, Scotch Pig.		Lard.		Leather, Hrn.		Mackerel, No. 1.		Molasses, N. O.		Oats.				
	Lb.		Ton.		Ton.		Lb.		Lb.		Bbl.		Gal.		Bush.				
	L.	H.	L.	H.	L.	H.	L.	H.	L.	H.	L.	H.	L.	H.	L.	H.			
	Cts.		S		S		Cts.		Cts.		S		Cts.		Cts.				
1825.....	13	25	85	00	120	00	35	00	75	00	7	10	21	25	5	00	43	26	40
1826.....	10	25	85	00	100	00	50	00	70	00	7	9	18	24	4	50	36	42	60
1827.....	8	18	77	00	95	00	50	00	55	00	7	10	17	24	4	75	31	39	56
1828.....	5	10	77	50	82	50	50	00	55	00	6	9	18	24	4	75	6	50	30
1829.....	4	11	72	50	82	50	40	00	55	00	4	6	18	23	4	87	6	00	27
1830.....	10	15	72	50	77	50	40	00	50	00	5	13	18	22	5	00	6	37	28
1831.....	8	17	70	00	80	00	40	00	47	50	8	11	19	24	5	50	6	75	25
1832.....	12	37	70	00	75	00	40	00	47	50	6	10	17	25	4	75	6	50	26
1833.....	17	38	71	00	75	00	37	50	47	50	7	11	16	20	6	25	7	00	27
1834.....	10	20	67	00	75	00	37	50	48	00	7	9	14	19	6	00	6	62	27
1835.....	11	19	67	50	75	00	38	00	42	50	7	11	14	20	6	00	8	25	26
1836.....	12	17	75	00	105	00	38	00	62	50	11	17	14	23	8	00	10	62	32
1837.....	5	9	85	00	105	00	40	00	70	00	6	15	15	24	8	00	10	75	32
1838.....	4	17	85	00	97	50	37	50	55	00	7	15	16	22	10	50	12	18	28
1839.....	15	18	82	50	95	00	37	50	45	00	8	15	17	25	12	00	14	62	26
1840.....	18	62	70	00	82	50	32	50	40	00	7	12	17	22	11	00	14	50	20
1841.....	12	40	60	00	75	00	32	00	37	50	6	9	19	22	12	00	14	75	20
1842.....	10	16	50	00	62	50	23	50	35	00	5	8	16	20	8	00	12	25	16
1843.....	6	12	55	00	60	00	22	50	32	00	5	8	15	18	7	62	11	00	18
1844.....	7	15	57	50	65	00	30	00	35	00	5	7	14	17	9	75	12	25	27
1845.....	12	33	62	50	85	00	30	00	52	50	6	8	14	16	11	50	14	00	22
1846.....	11	35	75	00	80	00	35	00	42	50	5	8	11	14	8	37	13	50	22
1847.....	8	15	70	00	77	50	30	00	42	50	6	11	11	18	8	12	11	75	30
1848.....	3	7	50	00	70	00	25	00	37	50	6	9	12	16	7	00	11	00	20
1849.....	6	17	40	00	55	00	22	50	27	50	6	8	13	17	8	12	13	50	20
1850.....	8	19	40	00	45	00	21	00	24	00	6	7	14	17	8	50	12	50	22
1851.....	24	63	33	50	41	00	19	00	25	00	7	10	13	16	8	50	11	75	28
1852.....	17	47	34	00	55	00	19	00	31	00	9	12	12	18	8	37	12	50	27
1853.....	18	40	55	00	75	00	28	50	38	00	9	12	17	21	11	50	16	00	26
1854.....	22	46	62	50	77	50	32	00	42	50	9	11	18	25	15	12	19	00	19
1855.....	5	27	55	00	65	00	26	50	37	00	9	12	19	25	18	50	22	00	23
1856.....	4	13	50	00	65	00	29	00	37	00	9	14	24	30	19	00	23	00	42
1857.....	3	12	52	00	62	50	28	00	37	50	10	16	25	33	19	00	22	00	35
1858.....	4	10	44	00	55	00	22	00	27	00	8	12	21	29	9	50	14	00	26
1859.....	8	18	42	50	50	00	22	00	31	50	10	12	20	27	15	25	16	75	36
1860.....	6	25	41	00	44	00	20	50	27	00	10	13	20	22	15	00	18	50	36
1861.....	6	32	38	00	50	00	20	00	24	50	8	10	17	22	7	50	14	75	36
1862.....	12	23	50	00	70	00	21	00	33	00	7	10	20	31	9	00	16	50	32
1863.....	15	30	65	00	76	00	32	50	45	00	9	12	26	32	15	50	18	50	35
1864.....	20	52	105	00	220	00	43	00	80	00	12	24	31	46	18	00	28	00	65
1865.....	10	65	100	00	130	00	40	00	55	00	15	29	30	40	15	25	25	00	65
1866.....	25	70	94	00	115	00	42	00	55	00	12	22	30	39	20	00	26	00	66
1867.....	40	70	80	00	100	00	38	00	49	00	11	14	28	33	14	50	21	50	65
1868.....	5	55	80	00	95	00	35	00	45	75	12	20	25	30	14	25	22	50	60
1869.....	8	28	85	00	95	00	34	50	45	00	16	21	28	32	21	50	28	00	65
1870.....	3	27	70	00	90	00	31	00	37	00	12	18	27	31	27	00	30	00	65
1871.....	8	65	70	00	95	00	30	00	39	00	9	13	26	30	13	00	27	50	50
1872.....	20	75	85	00	120	00	33	50	61	00	7	10	27	31	10	00	25	00	48
1873.....	35	55	75	00	110	00	37	00	52	00	7	9	25	31	12	00	24	00	61
1874.....	22	45	55	00	80	00	33	00	45	00	8	16	28	30	8	50	22	00	60
1875.....	15	45	50	00	62	50	29	00	41	00	13	16	27	30	7	00	24	00	54
1876.....	15	37	40	00	54	00	27	50	34	00	12	14	21	29	11	50	23	00	50
1877.....	10	32	44	80	48	72	25	00	28	00	8	12	23	30	8	50	15	00	40
1878.....	5	12	42	50	45	00	21	50	26	50	6	9	19	23	9	00	20	00	36
1879.....	6	45	45	00	78	50	19	00	30	50	5	8	18	29	12	50	20	00	32
1880.....	7	55	45	00	72	25	19	50	30		6	8	28	28	12	25	20	50	31

Nominal.

years' service, Thomas Boone removed to South Carolina after one year, and Josiah Hardy, who held the office until 1763, when he was superseded by William Franklin, the last royal governor; although a native of Philadelphia, and the only son of the devoted, faithful patriot, Benjamin Franklin, Governor Franklin was a pronounced royalist, and a conspicuous enemy to the cause of the American colonies. At the very

commencement of the war measures of 1776, the provincial congress of New Jersey deposed him and were compelled to cause his arrest; he defied them, and refused to recognize any authority of the provincial or the continental congress over him; he was held a prisoner for a short time and then permitted to sail for England, where he lived until November 17th, 1813, when he died in the eighty third year of his age.

The province of New Jersey, from the time of its consolidation under one government in 1702, except for a short time in the latter part of Lord Cornbury's governorship, grew steadily and prospered. A large proportion of the earlier colonists from Great Britain, especially in West Jersey, were members of the Society of Friends, while in East Jersey the Dutch settlers formed an equally industrious and thrifty element in the population. Both under the proprietors and under the crown, the laws and principles of government were liberal, and every proper inducement was offered to right-minded persons from all lands to settle here under the proprietors. "The liberty of conscience in matters of faith and worship towards God was granted to all people within the province



A BASKET OF JERSEY PEACHES.

who should live peaceably and quietly therein, and no one was to be rendered incapable of office in respect to his faith and worship;" but when Queen Anne sent the first royal governor, among the numerous instructions she gave him, we find that "he was to take especial care that God Almighty be devoutly and duly served throughout the government; the book of common prayer, as by law established, be read every Sunday and holy day, and the blessed sacrament administered according to the rites of the Church of England; and that liberty of conscience be extended to all persons *except papists*."

It is somewhat interesting to note that, in her anxiety to provide completely for the comfort and welfare of her colonial subjects, the good Queen Anne declared it her will and counsel that the colonists should "give due encouragement to merchants and others, and in particular to the Royal African Company of England," while she "recommended to that company that the province may have a constant and sufficient supply of merchantable negroes, at moderate rates." But she was also solicitous for the spiritual welfare of the slaves, and directed the governor "by the assistance of the council and assembly, to find out the best means to facilitate and encourage the conversion of negroes and Indians to the Christian religion." "Liberty of the press" was not highly esteemed by the queen, for she ordered that "no person was to be allowed to keep a press for printing, nor was any book, pamphlet or other matters whatsoever, to be printed without the especial leave or license first obtained from the governor."

On the whole, however, as we have said above, the good Queen Anne's instructions to the governor were judicious and wise—for example, the provincial assembly, authorized by her, was to be careful in the enactment of laws, that "each different matter be provided for by a separate law, and none be intermixed in the same act that had no proper relation to each other, or that was foreign to the title of the act."

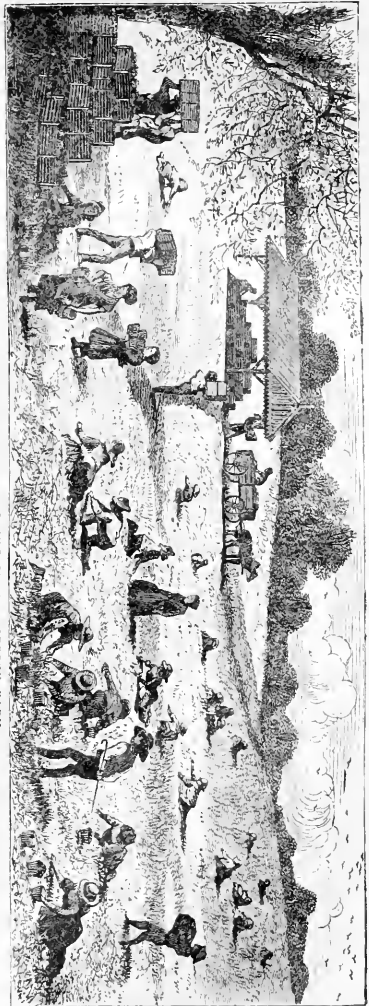
But, in fullness of time, as abuses arose and multiplied, more in some of the provinces than in others, and as redress was sought in vain from the crown and the ministry and parliament, the great revolution of 1776 rapidly developed from manly, brave remonstrances and protests against tyranny and oppression into a war for independence. New Jersey, though one of the least of the sufferers, made common cause with her sister colonies, and took an advanced stand in favor of justice and liberty. New Jersey was an agricultural and manufacturing province, with no commerce, and consequently was not directly affected by the recent and present oppressive enactments and acts of the British parliament and ministry; with the repeal of the stamp act all direct self-interest in opposition ceased; her interest and that of her people in questions of import duties, and other issues connected with mercantile and commercial regulations, was only secondary or more remote; and yet not even Massachusetts, Pennsylvania, or New York was more earnest, more decided, more unflinching in the defense of American rights, and subsequently in the maintenance of American liberty and in the achieving of American independence. The record of New Jersey throughout the revolutionary struggle, from its inception to its triumphant close, was highly honorable—unsurpassed by that of any other State. And the

glory of her proud record shines with far greater lustre when it is borne in mind that her peculiar situation between New York and Pennsylvania (the occupancy of the chief cities of which, New York and Philadelphia, was ever desired and sought by both the Americans and their enemies) made New Jersey the principal field of operations throughout the war, and no one State, except, perhaps, South Carolina, suffered so severely as New Jersey the ravages and desolation wrought by the one and the other, and sometimes both at once, of the contending armies; for, though the British army, with its mercenaries and its tory adherents, did far the most damage, much of it needless and wanton, even the American forces could not march and manœuvre, encamp and fortify, without damage to property and more or less loss otherwise on the part of the residents. Besides submitting cheerfully to all this, however, New Jersey bravely and unstintingly bore her full share in all the costs, in money and in blood, of the war; without counting special bodies for local service and for exceptional duty, she furnished more than ten thousand men to the patriot army.

The war necessarily and of course interrupted the hitherto steady growth and prosperity of New Jersey, but no sooner was it ended and peace restored, than the new State started on a career of growth and prosperity never equaled by the province.

Among the first of the States to adopt the national constitution, and to assume and discharge her political duties as a State of the republic, New Jersey was also one of the first to adapt herself to her new station and responsibilities as a self-sustaining as well as a self-governing commonwealth.

As early as 1776, the State had been duly organized and established by the drafting and adoption of a State constitution, and the selection of the requisite officers and officials under it for the orderly conduct of the government, and this constitution was deemed sufficient and satisfactory as the fundamental law, and no changes were made in it until 1844, when it was superseded by a new constitution. The governor, William Livingston, who was first elected in 1776, was re-elected year after year until his death in 1790. Party politics had not yet developed into the dire evil it has since become, and governors and other officers were continued in their offices during life, or until the public welfare demanded their elevation to a higher office or their dismissal. Thus, Governor Livingston's successor, William Patterson, served nearly three years, until 1793, when he was elevated to a seat on the supreme bench of the United States; his successor, Richard Howell, served until 1801; Joseph Bloomfield until 1812, with the exception of the year 1802, when John Lambert, president of council, acted; Aaron Ogden for a single term; William S. Pennington for two terms, and Mahlon Dickerson for two terms; then Isaac H. Williamson from 1817 to 1829; Peter D. Vroom until 1832; Samuel L. Southard was elected governor in 1832, but within a month was elected United States senator, and Elias P. Seely was made governor for one term (a year), when Governor Vroom was again elected and was annually re-elected until



LOWEST AND HIGHEST PRICES OF COMMODITIES FOR FIFTY-SIX YEARS—1825—1880.

(Compiled from the Reports of the Secretary of the Treasury for 1863 and 1873, the Commercial and Financial Chronicle, Reports of the N. Y. Chamber of Commerce, and the N. Y. Shipping List and Price Current.)

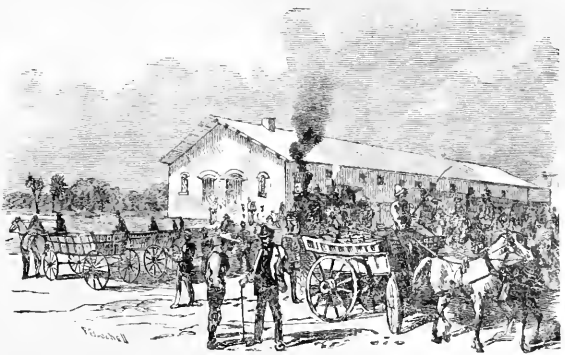
The following table, carefully compiled from the sources indicated, takes the prices of the twelve months in each year, selecting the highest and lowest quotation for each article. It is to be understood, where no mention of quality is made, that the price quoted is for the cheapest grade of each commodity.

The prices are those of the New York market.

Year.	Beef, Mess.		Butter.		Cheese.		Coal, Anthracite.		Coffee, Rio.		Corn.		Cotton, Upland.		Flour, West.		Hams.	
	Bbl.		lb.		lb.		Ton.		lb.		Bush.		lb.		Bbl.		lb.	
	L.	H.	L.	H.	L.	H.	L.	H.	L.	H.	L.	H.	L.	H.	L.	H.	L.	H.
	\$		cts.		cts.		\$		cts.		cts.		cts.		\$		cts.	
1825...	8 00	10 00	8	22	5	10	8 00	11 00	16	19	42	75	13	27	3 25	4 25	7	11
1826...	8 00	10 00	13	18	6	12	11 00	12 00	14	17	62	83	9	14	4 25	5 75	8	11
1827...	8 50	9 75	12	22	6	10	10 50	12 50	14	15	54	75	8	12	4 37	6 50	10	12
1828...	8 50	10 00	13	18	4	7	10 00	12 00	12	15	46	62	9	13	4 56	8 00	8	11
1829...	8 00	10 50	12	16	4	8	10 00	12 00	12	13	48	64	8	11	5 00	8 87	9	10
1830...	7 62	10 00	12	16	5	8	7 00	12 00	10	12	48	65	8	13	4 75	6 00	9	11
1831...	7 00	9 25	12	18	5	8	6 00	9 00	10	13	54	75	7	11	5 00	7 25	9	11
1832...	8 37	10 75	12	18	5	7	8 50	16 00	12	14	50	87	7	12	5 60	7 00	9	11
1833...	8 50	11 00	14	20	6	9	5 50	10 00	11	14	65	86	9	17	5 50	6 50	8	10
1834...	8 50	10 00	12	17	5	9	5 50	6 50	11	12	53	75	10	16	4 81	5 75	8	10
1835...	8 75	13 50	13	22	6	9	5 50	9 00	11	13	70	1 12	15	20	5 37	7 87	8	12
1836...	9 25	13 50	10	26	7	12	7 00	11 00	11	13	83	1 12	12	20	6 87	10 25	9	17
1837...	11 00	15 00	12	24	7	12	8 50	11 00	9	12	100	1 15	7	17	7 00	11 62	9	15
1838...	14 00	16 00	17	27	6	10	7 00	9 50	9	12	76	1 00	9	12	7 00	9 00	10	15
1839...	12 50	16 00	12	25	8	12	6 50	9 00	9	12	75	98	11	16	5 75	9 12	10	14
1840...	9 75	14 75	12	21	5	9	6 00	8 50	9	12	46	63	8	10	4 62	6 50	4	10
1841...	7 00	10 25	8	15	3	7	5 00	9 00	9	11	47	81	9	11	4 68	7 50	4	9
1842...	6 25	8 25	9	15	5	9	5 00	9 00	6	10	54	68	7	9	4 25	6 37	4	9
1843...	6 00	8 37	6	11	4	6	4 50	6 00	6	9	48	60	5	8	4 43	5 62	3	9
1844...	5 00	6 75	8	14	3	7	4 25	6 00	6	7	43	54	5	9	4 25	5 00	3	9
1845...	5 50	9 75	9	17	6	8	4 50	6 00	5	8	45	85	4	9	4 31	7 00	5	10
1846...	6 25	8 50	10	17	6	8	5 00	7 00	6	8	55	80	6	9	4 00	6 00	5	11
1847...	8 25	13 75	13	22	6	8	5 00	7 00	6	8	64	1 10	7	12	5 50	8 25	6	13
1848...	7 75	13 00	13	20	5	8	4 50	6 00	5	8	52	78	5	8	5 25	6 62	5	11
1849...	8 75	14 00	10	18	5	7	5 00	6 00	5	10	57	70	6	11	4 93	6 12	6	11
1850...	8 00	9 75	12	18	4	8	5 00	7 00	7	14	55	72	11	14	4 93	6 25	6	11
1851...	7 50	9 75	10	18	4	8	4 25	7 00	7	11	53	68	8	14	4 00	5 12	7	11
1852...	8 25	17 00	15	29	6	9	5 00	7 00	7	10	62	78	8	16	4 25	6 00	8	10
1853...	7 00	11 25	13	24	8	10	5 00	7 00	8	12	64	82	10	11	4 87	7 50	7	10
1854...	8 00	13 00	15	24	6	12	6 00	7 50	8	12	76	98	8	10	7 25	10 75	7	11
1855...	8 25	14 00	17	28	6	12	5 50	7 50	8	12	93	1 15	7	11	7 50	10 18	8	11
1856...	8 00	12 00	13	28	6	11	5 50	6 50	9	12	48	94	9	12	5 20	8 31	9	11
1857...	9 50	15 00	16	28	5	14	6 00	7 00	10	12	71	98	13	15	4 25	6 70	6	10
1858...	9 00	12 00	13	25	3	10	5 00	6 00	9	12	58	1 03	9	13	3 75	5 25	9	13
1859...	5 00	9 75	14	27	2	11	5 25	5 50	10	13	76	1 05	11	12	4 00	6 50	9	12
1860...	4 50	5 50	10	21	9	12	5 50	6 00	11	15	64	95	10	11	4 25	5 50	10	13
1861...	5 00	6 25	8	22	2	10	4 20	6 00	11	17	48	74	11	28	3 90	5 65	7	11
1862...	5 00	10 10	10	26	4	13	4 25	8 50	10	33	50	75	20	68	5 20	8 85	5	9
1863...	5 00	9 75	14	30	8	16	7 00	11 00	26	33	68	1 23	54	88	4 10	8 00	5	8
1864...	5 00	16 00	21	48	12	27	9 00	15 00	33	52	1 25	1 97	72	1 90	7 15	11 75	11	17
1865...	9 00	14 00	20	38	10	23	8 50	13 50	21	22	70	97	33	1 22	5 00	8 80	11	23
1866...	11 00	21 50	25	60	5	23	8 50	13 00	18	21	80	1 32	32	52	5 25	11 70	11	22
1867...	12 00	28 00	15	48	7	20	6 50	8 50	17	19	100	1 40	15	36	6 25	11 30	10	16
1868...	11 00	24 75	28	60	7	19	6 50	11 50	16	17	1 01	1 41	16	33	5 50	9 75	11	18
1869...	5 00	16 50	16	55	11	23	6 50	10 50	11	13	75	1 16	25	35	4 95	6 40	17	24
1870...	5 00	16 00	18	46	5	18	4 50	8 50	11	13	76	1 15	15	26	4 50	6 05	9	14
1871...	8 00	18 00	12	42	5	16	5 00	13 00	12	17	65	90	15	25	4 60	7 00	6	13
1872...	4 00	12 00	20	39	10	19	3 75	6 25	16	19	61	80	18	25	5 25	6 80	6	9
1873...	8 00	12 00	18	50	8	16	5 00	6 50	19	23	50	77	13	21	4 62	7 25	5	10
1874...	8 25	11 50	18	39	12	17	4 55	5 55	16	28	53	84	15	19	4 25	7 00	8	11
1875...	8 00	10 00	17	28	9	16	4 40	5 55	17	21	49	76	13	17	4 00	6 50	9	11
1876...	8 50	11 00	15	33	8	13	3 75	5 55	16	20	38	49	11	13	4 00	6 00	7	13
1877...	9 50	11 25	13	24	8	16	3 25	3 75	15	21	41	58	11	13	4 75	8 00	10	14
1878...	9 00	13 50	6	20	3	14	2 75	4 50	14	19	45	60	9	12	3 75	5 50	7	12
1879...	9 50	11 00	9	24	5	13	2 15	3 25	13	17	44	64	9	13	3 60	6 40	7	12
1880...	9 00	11 75	10	25	6	13	2 25	3 75	14	18	44	63	9	14	3 80	6 85	8	13



1836; Philemon Dickerson then served one term; William S. Pennington was then again elected and served until 1843, and was succeeded by Daniel Haines for one term. The new constitution of 1844 changed the mode of election and the tenure of office, and forbade the re-election of the governor for a second term consecutively. Charles C. Stratton was the first governor under the new constitution, elected directly by the people, in 1844, and served from 1845 to 1847, since which date the governors have been: Daniel Haines, 1848-50; George F. Fort, 1851-53; Rodman M. Price, 1854-56; William A. Newell, 1857-59; Chas. S. Olden, 1860-62; Joel Parker, 1863-65; Marcus L. Ward, 1866-68; Theodore F. Randolph, 1869-71; Joel Parker (second term), 1872-74; Jos. D. Bedle, 1875-77; George B. McClellan, 1878-80, and George C. Ludlow, the present governor, who began his term in 1881.



PEACH TRADE—SHIPPING PEACHES TO NEW YORK.

Even in its provincial days, New Jersey had made considerable progress in manufactures, though it was chiefly agricultural; while it had unexceptional, indeed unexcelled, facilities for commerce, with fine outlets to the ocean, both by the Delaware and the Hudson, the close proximity of Philadelphia on the one, and New York on the other side, precluded all temptation to embark in mercantile enterprise, on the part of either Jersey City or Camden; while on the other hand, the situation of New Jersey, between Pennsylvania and New York, has naturally been an incentive to agriculture, and to some extent to manufactures.

Though our agricultural products include well-nigh all those usually produced in temperate latitudes, the nature of the soil in some parts and the demands of the nearest markets have led the farmers of New Jersey to cultivate vegetables and fruit to a very large extent. The vegetables of New Jersey have long been in special request in the markets of Philadelphia and New York, while our fruits are generally preferred and command better prices than those of other localities. There are vast tracts of the State almost entirely devoted to the cultivation of choice pears, grapes, peaches, strawberries, and other fine fruits. Dairy farming has also become a very important and profitable industry, especially since a number of our enterprising farmers have extensively imported Alderney, Guernsey and other choice breeds of cattle: some of the New Jersey dairies are unexcelled anywhere, either for extent or for the quality of their products.

The census of 1870 shows that there are 30,652 farms in the State, of which 15 contain 500 acres and under 1000 acres each; 7299 upwards of 100 acres each; 9415 upwards of 50 acres each. The number of hands employed, besides the owners of the farms, during the year ending May 31st, 1870, was 29,240, and the value of the agricultural products for the same year was \$42,725,108, as follows:

Spring Wheat, 2009 bushels; Winter Wheat, 2,299,334 bushels; Rye, 566,775 bushels; Indian Corn, 8,745,384 bushels; Oats, 4,009,830 bushels; Barley, 8283 bushels; Buckwheat, 353,983 bushels; Tobacco, 40,871 pounds; Wool, 336,609 pounds; Peas and Beans, 56,221 bushels; Irish Potatoes, 4,705,439 bushels; Sweet Potatoes, 1,550,784 bushels; Clover Seed, 26,306 bushels; Grass Seed, 72,401 bushels; Hops, 19,033 pounds; Hemp, 5 tons; Flax, 234,061 pounds; Flaxseed, 6095 bushels; Maple Sugar, 419 pounds; Sorghum Molasses, 17,424 gallons; Wax, 2021 pounds; Honey, 60,636 pounds; Butter, 8,266,023 pounds; Cheese, 38,229 pounds; Milk, sold, 5,373,323 gallons; Wine, 24,970 gallons. The total amount of wages paid during the year, including value of board, was \$8,314,548.

The statistics for 1880 will be found in another portion of the work.

The manufactures of New Jersey are very extensive and varied, and her mining industries highly important and valuable. To note the latter first: our mineral deposits include extensive and rich veins of copper, zinc and iron, and other minerals of less value. In the town of Hanover, Morris County, there is a valuable copper mine that was worked by the Dutch settlers before the British occupancy; in 1719, it had long been abandoned, when its existence was discovered, and hammers and other tools were found within.

John Schuyler, in 1745, imported a steam engine, the third erected on this continent, to keep the mine free from water. In 1750 a valuable mine, in New Brunswick, was leased and worked for a time by a Philadelphian, Elias Boudinot, but, though he was very successful and shipped a large quantity of copper to England, he very soon abandoned it. The New Jersey zinc company has some very valuable zinc mines in Sussex County, and elsewhere there are no less valuable deposits awaiting proper development. The extent and value of our iron mines may be partially understood when it is noted that vast tracts of many miles area in Morris, Hunterdon, Sussex, Warren, Passaic and other counties have scarcely been touched, and yet New Jersey holds the fourth rank among iron-producing States, being surpassed only by Pennsylvania, New York and Michigan, and this notwithstanding the smaller aggregate area of the State. The total yield of the State during the year 1871 was 450,000 tons, of which Morris County alone produced 360,000 tons. In 1872 the

yield reached 600,000 and in 1873 it was 665,650 tons. The depression in business of all kinds throughout the country affected the mining in our State, as elsewhere, and the production fell off in 1874 and 1875, but it is again rapidly growing.

The first settlements in Morris and Sussex Counties, as early as, if not earlier, than 1685, appear to have been induced by the rich mines that had already begun to be worked, and in 1720 mining had attained considerable proportions in Hunterdon County. Still earlier than Morris and Sussex, Monmouth County had iron-works before 1676 on an extensive scale for a newly-discovered country. As early as 1800, there were ten iron and two copper mines largely worked in Morris County.



PEACH TRADE—GOING TO MARKET.

The limestone and other stone quarries of Essex and other counties, and the vast marl beds in numerous localities, also furnish large interests, employ large numbers of workers, and produce most satisfactory returns. The value of marl, especially in localities where the soil is sandy and too light for profitable farming, was first observed in 1768, and immediately a considerable demand sprang up, which rapidly increased, until marl digging became an important industry, profitable not only to the owners and workers of the marl beds, but to farmers in all parts of this State and beyond.

But important and valuable as are the products of our farms, mines and quarries, it is as a great manufacturing State that New Jersey commands most attention. Early in her colonial days, New Jersey was distinguished for the rapid development of manufacturing enterprises, and while the State to-day is more remarkable for some lines in which she has the unquestioned lead, New Jersey is but little behind much larger States in the aggregate number of her establishments, the capital invested, the hands employed, the variety and the value of the products. One of our cities, Newark, ranks as the third manufacturing city of America, and Trenton, Paterson, Camden, and others are notable manufacturing centres.

The distinct record of manufacturing in New Jersey begins with the year of the Duke of York's transfer of his rights in the province to Lord Berkeley and Sir George Carteret, the year 1664, though there are satisfactory evidences that the earlier Dutch settlers had introduced some branches. Some of the dates we give below are simply the earliest that can be certainly fixed, though in many lines there is evidence that they began earlier.

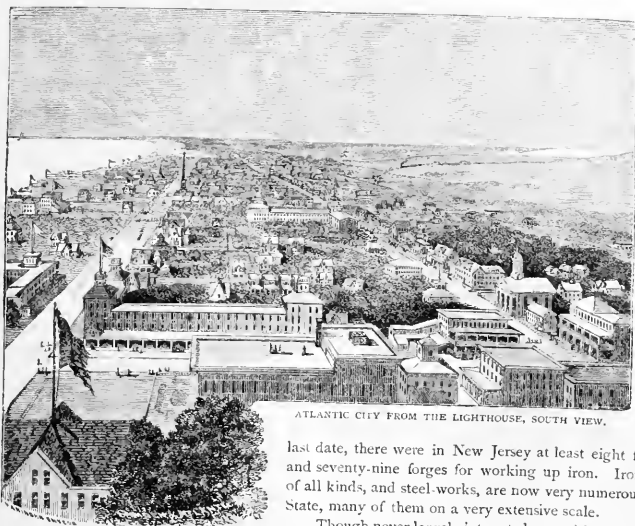
The proprietors offered special inducements to mechanics and artificers to settle within their respective tracts, some giving the first of a craft a lot of land, others guaranteeing the first some peculiar rights or privileges. Of course, shoemaking, tailoring, and like occupations, were the first, as the necessities of the settlers would at once create a demand for them; but these as great manufactures are of modern development, and the small shops of the seventeenth and eighteenth centuries do not enter into the records of "establishments," except in a general statement of totals. But shoemaking requires leather, and we learn that tanning began in Elizabeth in 1664, and a large tannery was founded in Newark in 1695.

So, too, tailoring requires suitable stuffs to make up into clothing, and we learn that the manufacture of cloth, serges, crapes, linen stuffs, plushes, etc., was begun in Burlington and Salem Counties before 1678; the first fulling-mill is said to have been built in 1703, and in 1784 there were more than forty fulling-mills in the State. In 1791, the since famous city of Paterson was located by a "society for the establishment of useful

manufactures," and here the weaving and printing of calico was begun in 1794, and the manufacture of woolen and duck goods soon became a leading interest here. The silk manufacture, for which Paterson is now most famous, was not introduced until 1840.

Newark had a grist-mill in 1668, Woodbridge (Middlesex County), one in 1670, Rawocas (Burlington County), one in 1680, Hoboken, one in 1682, and many others were built in various places about this time and shortly afterwards. Woodbridge also had a saw-mill in 1682, and the demand for lumber for building was so great that quite a number of saw-mills went up in this and the ensuing year. We have no record of the year when brick-making was begun, but in 1683 the provincial assembly passed an act presenting the size and quality of bricks, so that the manufacture must have been already one of considerable extent.

The working of the iron mines of the province led to the early establishment of iron-works; the first record is of the sale of a works already in operation near Shrewsbury (Monmouth County), by James Grover to Lewis Morris, October 25th, 1676. Others followed rapidly. The first steel manufactory of which we find mention was founded in 1769, on the Assaupink Creek, and seven years later another was built on the same stream; before 1775 sheet-iron was made at Mount Holly. A nail factory was established at Burlington before 1797, and the first rolling-mill was erected at Dover (Morris County), in 1792. Eight years before the



ATLANTIC CITY FROM THE LIGHTHOUSE, SOUTH VIEW.

last date, there were in New Jersey at least eight furnaces and seventy-nine forges for working up iron. Iron-works of all kinds, and steel-works, are now very numerous in the State, many of them on a very extensive scale.

Though never largely interested in maritime enterprises, New Jersey has always been quite largely engaged in ship and boat building; it began as early as 1683, and soon grew into an important interest.

The first paper-mill in the province and the second on the continent was erected at Elizabeth in or probably before 1728; in 1756 a large one was built in Trenton, and as early as 1787 there were a number of manufactories of paper hangings.

The manufacture of glass was begun before 1748, but the first notice we have of an extensive establishment was in that year at Freasburg (or Friesburg, Salem County); and in 1765 an extensive works was in operation near Allowaystown, in the same county. In 1780, a large works was established near Malaga (then Gloucester, now Camden County) for the manufacture of window-glass, and in 1810 the first factory for manufacturing hollow-ware was built at Glassboro' (Gloucester County). The annual product of the State in window-glass is about \$1,500,000, and in hollow-ware nearly \$2,000,000.

Before the revolution, there were many salt-works along the shores of the province, among them a very extensive one near Townsend Inlet (Cape May County), the owner of which, Dr. Harris, incurred the special ill-will of the British because he furnished gunpowder to the patriot army, and a number near Squan (Monmouth County) were burned down by the British, which would no doubt have been the fate of Dr. Harris's large works had they been as easily reached by the enemy.

Among the industries of the State, not the least important and profitable are those connected with the procuring, packing and shipping of fish; our shad and other scale fishes in season are always in great demand; but the oysters and clams of New Jersey are unsurpassed either in quantity or quality by any region; the fine salt oysters and clams of our seaboard and inlets are deservedly famous.

Previous to 1751, Samuel Keimer, of Philadelphia, occasionally brought a printing press, type, etc., to Burlington, but it would appear that he did not find any excess of work, for he never staid long. In 1751, however, James Parker, of Woodbridge, established a printing office in that town; he removed to Burlington in 1765, but only remained a short time, during which he printed "Smith's History of New Jersey," and returned to Woodbridge; here he printed a folio edition of the provincial laws, and published "The New American Magazine," monthly, for more than two years.

*The New Jersey Gazette* was the first newspaper; it was published by Isaac Collins, and the first number appeared December 1st or 2d, 1777; its publication office was in Burlington until the ensuing March, when it was removed to Trenton; it was a weekly, nine by fourteen inches in size, subscription twenty-six shillings per annum; it was discontinued on account of the high price of paper, on the 27th of November, 1786—exactly nine years from its commencement. *The New Jersey Journal* was published at Chatham (Morris County), in 1779, and removed to Elizabeth in 1786. May 5th, 1787, the third paper, *The Federal Post, or Trenton Weekly Mercury*, made its appearance; on the 3d of October, 1788, it was reduced somewhat in size, and changed to a semi-weekly, but the latter change was abandoned within a month. March 5th, 1791, the first number of *The New Jersey Gazette*—the same name as, but not avowedly a revival of the first paper noticed above—was issued at Trenton; January 3d, 1797, the first publishers, George Sherman and John Mershon, sold it to Matthias Day, who changed its name to *The State Gazette and New Jersey Advertiser*, and July 9th, of the next year, Gershom Craft and William Black bought it and again changed its name to *The Federalist and New Jersey Gazette*; May 11th, 1802, its name was shortened into *The Trenton Federalist*, which answered for twenty-seven years, when (July 4th, 1829) it became *The New Jersey State Gazette*. In 1857 it was made a daily, and called *The Daily State Gazette and Republican*, but subsequently dropped the latter name, and under this title it is still one of the best newspapers in the State.

There are now twenty-five daily, one hundred and eighteen weekly, and one semi-weekly papers published in New Jersey, and there are thirteen monthly periodicals.

The Dutch settlers, and the Scotch Presbyterians no less, fully comprehended the importance of education to the development of good morals and the stability of their settlements on this continent, and early took steps towards the establishment of thorough systems of schools, academies and colleges, and among the leading, most prosperous institutions of the State of New Jersey the great colleges at New Brunswick and Princeton are noble monuments of their wise foresight and sound judgment. The earliest Dutch settlers took immediate steps for the proper teaching of their children, the Swedes opened schools immediately upon effecting their settlements, and the English, Scotch and others coming under the British *regime* invariably brought school teachers as well as preachers with them; the Friends (or Quakers) have ever estimated education as part of their religion, and those who know ought of them readily anticipate the fact that the first party, those accompanying Fenwick to Salem, had excellent schools even before they had time for erecting buildings to accommodate; one of Fenwick's earliest schools has been continuously maintained to this day, and is inferior to none in the country; the Friends of Burlington, too, had their famous "Shackelwell School" in operation about 1667, "for the teaching of whatsoever things were civil and useful." As early as November of this year (1667), the settlers at Newark opened schools. In 1693, the general assembly passed "an act for the establishment of schoolmasters in the province, for the cultivation of learning and good manners, and for the good and benefit of mankind," and this act was a model for completeness and thoroughness in directing the methods and means for its enforcement; it established the principle of compelling all settlers to pay a fair proportion of the expenses of schools for the general welfare, directing the levying and collection of taxes in all communities where sufficient funds were not voluntarily contributed. This act was amended and perfected in 1695, and was the excellent germ of the grand public school system which New Jersey has long sustained. The public school system of this State is equitable, thorough, and second to none in the country in any particular.

"The College of New Jersey" was opened at Elizabethtown, and was incorporated in 1746; in 1756 it was removed to Princeton, where it has ever since flourished. It is one of the best and most complete and thorough universities in the western world. "Rutgers College" was chartered in 1770 as "Queens College," and then, as now, was located at New Brunswick; it is in all respects a most excellent institution. Besides these venerable institutions, controlled the one by the Presbyterian, and the other by the Dutch Reformed Church, the Protestant Episcopal Church has an admirable college at Burlington (called Burlington College), and the Roman Catholics have one at South Orange, known as Seton Hall. Not less deserving of mention in our brief notice is the Stevens Institute of Technology, at Hoboken, which is one of the best institutions of its important class in the United States. Among the old institutions of learning, of a high grade, but below the college, is the Trenton Academy, established in 1782, by "The Trenton School Company," organized in 1781.

and incorporated by the legislature in 1785 as "the proprietors of the Trenton Academy." There are other more recent but not less excellent or less celebrated private or denominational academies scattered all over the State; as, the Edge Hill Military School, at Merchantville, Camden County; the Freehold Institute, at Freehold, Monmouth County; St. Mary's Hall (for young ladies), at Burlington; the Elizabeth Academy (for young ladies), at Elizabeth; the Braierd Institute, at Cranberry, Middlesex County; the Lawrenceville Female Seminary, at Lawrenceville (Mercer County); the Pennington Seminary, at Pennington; the West Jersey Academy and the South Jersey Institute, both at Bridgeton; besides many others, equally worthy but too numerous for mention in our limited space here, most of which will be noticed in the articles below upon the cities and principal towns of the State.

The railroad system is extensive and includes not only various leading lines, as from Camden to Cape May, Camden to Atlantic City, the Camden and Amboy, the Central, the Southern, etc., but a large number of short lines, especially for the accommodation of farmers and manufacturers; in 1830 there were 14 miles of railroad; in 1850, 318 miles; in 1860, 560 miles; in 1870, 1125 miles; in 1878, 1663 miles, and in 1880 nearly 2000 miles.

New Jersey extends 167 miles northwardly from latitude  $38^{\circ} 56'$  to  $41^{\circ} 21'$ , and its extreme western point is at longitude  $73^{\circ} 54'$  and its extreme eastern at  $75^{\circ} 33' W.$ ; total area, 8,320 square miles. It is bounded north and northeast, by New York; east, by New York and the Atlantic Ocean; south, by the Atlantic and Delaware Bay, and west, by Delaware and Pennsylvania; the Delaware Bay and River wash the entire western side, while it is separated from New York by the Hudson River, New York Bay, the Kill von Kull, Staten Island Sound and Raritan Bay, and it has about 200 miles of sea coast.

### POPULATION OF THE STATE BY COUNTIES, SHOWING THE INCREASE BY THE LAST CENSUS.

New Jersey has kept pace with her more pretentious neighbors in the increase of population, and shows a gain of nearly a quarter of a million on a population of less than a million. The greatest increase has been in the counties lying adjacent to New York city, notably Hudson and Essex, where nearly one-half of the whole State's gain is credited. Hudson comes first, with an increase of 58,662, followed by Essex, Passaic, Camden and Union, in the order named, with Salem and Sussex bringing up the rear, with gains of less than a thousand. The detailed table, with census of 1870 and 1880, is as follows:

<i>Counties.</i>	<i>1880.</i>	<i>1870.</i>	<i>Increase.</i>	<i>Counties.</i>	<i>1880.</i>	<i>1870.</i>	<i>Increase.</i>
Atlantic .....	18,706	14,163	4,543	Middlesex .....	52,286	45,057	7,229
Bergen .....	36,790	31,033	5,757	Monmouth .....	55,335	40,316	9,219
Burlington .....	55,493	53,774	1,629	Morris .....	50,867	43,161	7,706
Camden .....	62,941	46,206	16,735	Ocean .....	14,455	12,658	1,797
Cape May .....	9,765	8,520	1,236	Passaic .....	68,716	46,468	22,248
Cumberland .....	37,694	34,688	3,006	Salem .....	24,580	23,951	629
Essex .....	189,819	143,907	45,912	Somerset .....	27,161	23,514	3,647
Gloucester .....	25,886	21,527	4,359	Sussex .....	23,553	23,168	385
Hudson .....	187,950	129,288	58,662	Union .....	55,571	41,891	13,680
Hunterdon .....	38,568	36,961	1,607	Warren .....	36,588	34,419	2,169
Mercer .....	58,058	46,470	11,588		1,130,892	908,149	223,743

### UNITED STATES SENATORS.

The following is a list of the United States Senators for New Jersey from 1789 to date:

JONATHAN ELMER.....	Mar. 4, 1789, to Mar. 3, 1791.	MAHLON DICKERSON.....	Jan. 30, 1829, to Mar. 3, 1833.
WILLIAM PATERSON.....	Mar. 4, 1789, to Nov. 23, 1790.	SAMUEL L. SOUTHARD.....	Mar. 4, 1833, to June 26, 1842.
PHILEMON DICKINSON.....	Nov. 23, 1790, to Mar. 3, 1793.	GARRET D. WALL.....	Mar. 4, 1833, to Mar. 3, 1841.
JOHN RUTHERFORD.....	Mar. 4, 1791, to Dec. 5, 1798.	JACOB W. MILLER.....	Mar. 4, 1841, to Mar. 3, 1853.
FRED. FRELINGHUYSEN.....	Mar. 4, 1793, to Nov. 12, 1796.	WILLIAM L. DAYTON.....	July 2, 1842, to Mar. 3d, 1851.
RICHARD STOCKTON.....	Nov. 12, 1796, to Mar. 3, 1799.	JACOB W. MILLER.....	Jan. 4, 1841, to Mar. 3, 1853.
FRANKLIN DAVENPORT.....	Dec. 5, 1798, to Feb. 14, 1799.	ROBERT F. STOCKTON.....	Mar. 4, 1851, to Feb. 14, 1853.
JAMES SCHUREMAN.....	Feb. 14, 1799, to Feb. 26, 1801.	WILLIAM WRIGHT.....	Mar. 4, 1853, to Mar. 3, 1859.
JONATHAN DAYTON.....	Mar. 4, 1799, to Mar. 3, 1805.	JOHN R. THOMSON (died).....	Feb. 11, 1853, to Dec., 1862.
AARON OGDEN.....	Feb. 26, 1801, to Mar. 3, 1803.	RICH'D S. FIELD (vacancy).....	Dec. 12, 1862, to Jan. 13, 1863.
JOHN CONDIT.....	Sept. 1, 1803, to Mar. 3, 1809.	JOHN C. TEN EYCK.....	Mar. 17, 1859, to Mar. 3, 1865.
AARON KITCHELL.....	Mar. 4, 1805, to Mar. 21, 1809.	JAMES W. WALL (vacancy).....	Jan. 14, 1863, to Mar. 3, 1863.
JOHN LAMBERT.....	Mar. 4, 1809, to Mar. 3, 1815.	WILLIAM WRIGHT.....	Mar. 4, 1863, to Nov., 1866.
JOHN CONDIT.....	Mar. 21, 1809, to Mar. 3, 1817.	F. T. FRELINGHUYSEN.....	Nov. 1866, to Mar. 3, 1869.
JAS. JEFFERSON WILSON.....	Mar. 4, 1815, to Jan. 26, 1821.	JOHN P. STOCKTON.....	Mar. 4, 1865, to Mar. 27, 1866.
MAHLON DICKERSON.....	Mar. 4, 1817, to Mar. 3, 1829.	ALEX. G. CATTILL.....	Mar. 27, 1866, to Mar. 3, 1871.
SAMUEL L. SOUTHARD.....	Jan. 26, 1821, to Nov. 12, 1823.	JOHN P. STOCKTON.....	Mar. 4, 1869, to Mar. 3, 1875.
JOSEPH McILVAINE.....	Nov. 12, 1823, to Nov. 10, 1826.	F. T. FRELINGHUYSEN.....	Mar. 4, 1871, to Mar. 3, 1877.
EPHRAIM BATEMAN.....	Nov. 10, 1826, to Jan. 30, 1829.	T. F. RANDOLPH.....	Mar. 4, 1875, to —.
THEO. FRELINGHUYSEN.....	Mar. 4, 1829, to Mar. 3, 1835.	JOHN R. McPHERSON.....	Mar. 4, 1877, to —.

## CHRONOLOGICAL LIST OF GOVERNORS OF NEW JERSEY.

## GOVERNORS OF EAST JERSEY.

PHILIP CARTERET.....	1665 to 1681
ROBERT BARCLAY.....	1682 to 1683
THOMAS RUDYARD, Deputy Governor.....	1683
GAZEN LAURIE.....	1683
LORD NIEL CAMPBELL.....	1685
ANDREW HAMILTON.....	1692 to 1697
JEREMIAH BASSE.....	1698 to 1699

## GOVERNORS OF WEST JERSEY.

SAMUEL JENINGS, Deputy.....	1681
THOMAS OLIVER, Governor.....	1684 to 1685
JOHN SKEIN, Deputy.....	1685 to 1687
WILLIAM WELSH, Deputy.....	1626
DANIEL COXE, Governor.....	1637
ANDREW HAMILTON.....	1692 to 1697
JEREMIAH BASSE, Deputy.....	1697 to 1699
ANDREW HAMILTON, Governor, 1699 till surrender to the Crown.....	1702

## EAST AND WEST JERSEY UNITED.

JOHN LORD CORNBURY, Governor.....	1703 to 1708
JOHN LOVELACE—(died in office).....	1708
RICHARD INGOLSEY, Lieutenant-Governor.....	1709 to 1710
GENERAL ANDREW HUNTER.....	1710 to 1720
WILLIAM BURNET.....	1720 to 1727
JOHN MONTGOMERIE.....	1728 to 1731
LEWIS MORRIS.....	1731 to 1732
WILLIAM CROSBY.....	1732 to 1736
JOHN HAMILTON.....	1736 to 1738

(The above were also Governors of New York at the same time.)

## SEPARATE FROM NEW YORK.

LEWIS MORRIS.....	1738 to 1746
JOHN HAMILTON.....	1746 to 1747
JONATHAN BELCHER.....	1747 to 1757
JOHN READING.....	1757 to 1758
FRANCIS BARNARD.....	1758 to 1760

## SEPARATE FROM NEW YORK.

THOMAS BOONE.....	1760 to 1761
THOMAS HARDY.....	1761 to 1763
WILLIAM FRANKLIN.....	1763 to 1766

## FROM THE ADOPTION OF THE FEDERAL CONSTITUTION.

WILLIAM LIVINGSTON (Federalist).....	1776 to 1790
WILLIAM PATTERSON (Federalist).....	1790 to 1792
RICHARD HOWELL (Federalist).....	1792 to 1801
JOSEPH BLOOMFIELD (Democrat).....	1801 to 1802
JOHN LAMBERT, President of Council and Acting Governor (Democrat).....	1802 to 1803
JOSEPH BLOOMFIELD (Democrat).....	1803 to 1812
AARON OGDEN (Federalist).....	1812 to 1813
WILLIAM L. PENNINGTON (Democrat).....	1813 to 1815
MAHLON DICKERSON (Democrat).....	1815 to 1817
ISAAC H. WILLIAMSON (Federalist).....	1817 to 1829
GARRET D. WALL (Democrat).....	1829 decl'd
PETER D. VROOM (Democrat).....	1829 to 1832
SAMUEL L. SOUTHARD (Whig).....	1832 to 1833
ELIAS P. SEELEY (Whig).....	1833 to 1833
PETER D. VROOM (Democrat).....	1833 to 1836
PHILEMON DICKERSON (Democrat).....	1836 to 1837
WILLIAM PENNINGTON (Whig).....	1837 to 1843
DANIEL HAINES (Democrat).....	1843 to 1844
CHARLES C. STRATTON (Whig).....	1844 to 1848
DANIEL HAINES (Democrat).....	1848 to 1851
GEORGE F. FORT (Democrat).....	1851 to 1854
RODMAN M. PRICE (Democrat).....	1854 to 1857
WILLIAM A. NEWELL (Republican).....	1857 to 1860
CHARLES S. OLDEN (Republican).....	1860 to 1863
JOEL PARKER (Democrat).....	1863 to 1866
MARCUS L. WARD (Republican).....	1866 to 1869
THEODORE F. RANDOLPH (Democrat).....	1869 to 1872
JOEL PARKER (Democrat).....	1872 to 1875
JOSEPH D. BEDELE (Democrat).....	1875 to 1878
GEORGE B. McCLELLAN (Democrat).....	1878 to 1881
GEORGE C. LUDLOW (Democrat).....	1881 to —

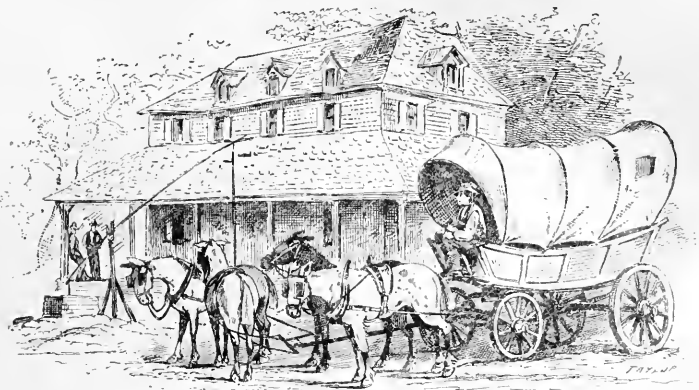
## THE STATE LIBRARY AT TRENTON.

This valuable collection of books is located in a roomy apartment in a southern wing of the State capitol. The old saying, "Great oaks from little acorns grow," most appropriately applies to this institution.

The first library of the State was a case ordered to be procured by Maskill Ewing, clerk of the House of Assembly, for the keeping and preservation of such books as belonged to the legislature. It was ordered by a resolution passed March 18th, 1796. This was the nucleus of the present extensive library. On February 18th, 1804, William Coxe, of Burlington; Ezra Darby, of Essex, and John A. Scudder, of Monmouth, were appointed a committee on rules, and to make a catalogue; they reported that there were 168 volumes belonging to the State, and presented a code of seven rules, which was adopted. On February 10th, 1813, an act (the first one) was passed, entitled "An Act concerning the State Library." Up to 1822 it appears that the clerk of the House had charge of the books as librarian, and on November 16th, 1822, an act was passed for the appointment of a State librarian, annually, by joint meeting. In 1846, on April 10th, an act was passed making the term of office three years. The law library at that time belonged to the members of the law library association. The only persons allowed the use of the library were members of the association, the chancellor, and the judges of the several courts. Stacy C. Potts was treasurer and librarian of the association. The law library was kept in the supreme court room until 1837, when the legislature authorized the State librarian to fit up a room adjoining the library for the care and reception of the books and papers belonging to the State library. Thus the two libraries were consolidated. On March 13th, 1872, \$5000 per year for three years was appropriated for the library by the legislature, and by the act of March 15th, 1876, the sum of \$2500 was appropriated for finishing and refurnishing the library room.

A new catalogue has been prepared by Capt. J. S. McDanolds, the librarian, and many important and useful improvements have been effected under his administration.

# THE INDUSTRIES OF NEW JERSEY.

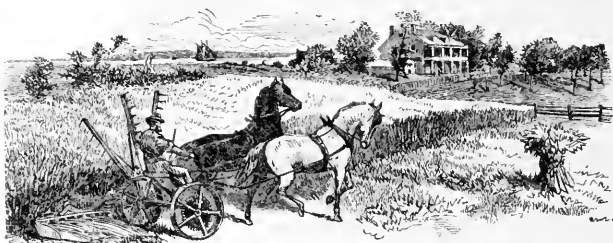


A BRIEF REVIEW OF THE VARIOUS COUNTIES OF THE STATE, SHOWING THEIR  
RESOURCES AND PECULIAR BUSINESS ADVANTAGES,  
ALPHABETICALLY ARRANGED.

**ATLANTIC COUNTY.**—This county was organized February 7th, 1837, having been previously the eastern part of Gloucester County. It has an area of about 600 square miles, and a population in 1880 of 18,706; in 1850, its population was 8961; in 1890, 11,786; in 1870, 14,093. In the census of 1870, the real and personal property in the county was stated at \$6,687,491. The county seat is at May's Landing. The surface of the county is level, and there are extensive forests of pine trees; the soil is rather sandy, and poor in parts, but in some localities, as in the vicinity of Hammonton and Egg Harbor city, large quantities of choice fruit are raised; cranberries are extensively raised in some of the townships. The chief industries are fishing and procuring of oysters and clams, which abound in the streams, inlets, and along the coast generally. The manufactures of this county are not extensive, but are steadily and somewhat rapidly growing; they comprise boots and shoes, clothing, cigars, wines, etc., the grapes for the wines being raised in the vicinity of the presses. The county is traversed by the Camden and Atlantic, the Philadelphia and Atlantic City and the West Jersey and Atlantic City Railroads.

**BERGEN COUNTY.**—When, in 1682, the assembly of the province of East New Jersey divided the province into four counties, one of these was designated Bergen, but the original county was very different from Bergen County of the present day; it was very extended in area and was but sparsely peopled; it comprised all the settlements between the Hackensack and Hudson Rivers, from Constable's Hook (Hudson County) to the northernmost boundary of the province; in 1810, the line was extended to Pequannock and Passaic Rivers and the Sound. This great area was first reduced in 1837 by the formation of Passaic County, and further in 1840, to its present area of about 300 square miles, by the setting off of Hudson County. The population of the immense county sixty-three years after its creation, in 1745, was only 3006, while after the separation of Hudson County, in 1840, the census gave Bergen County a population of 13,223; in 1850, it had 14,725; in 1860, 21,618; in 1870, 30,122, and in 1880 it had 36,790. The surface is largely mountainous or hilly, and the soil fertile, producing Indian corn, potatoes and garden vegetables, and hay; it has numerous fine dairy farms, the milk, butter and cheese from which find a ready sale in New York. The county is intersected by the Northern New Jersey, the Erie, the New Jersey Midland, and the Delaware, Lackawanna and Western Railroads—and is partly drained by the Hackensack and Ramapo Rivers, while the Hudson forms the eastern boundary, its bank here rising in a perpendicular wall of trap-rock to a height of nearly five hundred feet, and designated the Palisades. The valuation of the real and personal property in this county, in 1870, was \$35,649,660. The county seat is at Hackensack.

**BURLINGTON COUNTY.**—This county takes its name from the city of Burlington, which was one of the earliest towns of West New Jersey, and the county was first constituted in 1677; its boundaries were definitely adjusted in 1710, and then included the territory three years afterwards set off as Hunterdon County, and a part of that in 1838 assigned to Mercer County. Its present area is about 725 square miles, the largest in the State; in length, from northwest to southeast, it extends from the Delaware River to the Atlantic Ocean, its shore on the former being about twenty miles and on the latter only about five. The surface is mostly level, and in some parts there are dense forests of oak, pine, etc. Rich marl is very abundant in some localities, by liberal use of which in those parts where the soil is light and sandy, the county obtains its reputation of being one of the best agricultural districts in the country; there are a great number of truck farms, small and large,



FARM SCENE—BURLINGTON COUNTY.

the vegetables from which are in ready demand in the Philadelphia market; dairies are also a feature of Burlington County farming, the milk, butter, etc., being readily transported by steamboat and railway to Philadelphia; in some parts, too, berries and various kinds of fruit are largely and profitably cultivated, the yield being large and the quality excellent; wheat, corn, oats, potatoes, etc., are among the staples. Besides the Delaware on its northwestern border, the county is partly drained by the Little Egg Harbor River and Rawocas Creek, and it is intersected by the New Jersey Southern and the Burlington County Railroads, the Camden and Amboy division of the Pennsylvania's leased lines runs along the Delaware front; and there are numerous local short lines. The real and personal estate was appraised in the census of 1870 at \$46,984,047, and the population was 53,639; in 1860 it was 49,730, and in 1880, 55,403. Mount Holly is the capital.

**CAMDEN COUNTY.**—Though one of the latest organized of the counties of New Jersey, and though its aggregate area scarcely exceeds 250 square miles, Camden County is one of the leading counties of the State in the value of its farm products, and in the variety, extent and value of its manufactures, the banks of Cooper's Creek being lined for miles with immense mills, factories, etc., with a large number elsewhere in all parts of the county. Camden County was organized March 13th, 1844, having been formerly part of Gloucester County. In 1850 the county had a population of 25,422; in 1860, 34,457; in 1870, 46,193; and in 1880, 62,941. The census of 1870 gave \$31,328,554 as the valuation of the real and personal estate in the entire county, but the *taxable property* in the city of Camden alone in 1880 was appraised at little less than that amount. The surface of the county is mostly level; though the soil in some parts is naturally poor, in others it is a rich loam, and the judicious use of fertilizers, with the liberal use of marl, which is very abundant in the county, has converted the poorest into soil scarcely inferior to the richest. The marl beds are not only very numerous, but peculiarly rich. Among the staple products are wheat, corn, rye, etc., but special attention is profitably given to the cultivation of potatoes (white and sweet), tomatoes, cabbages and all varieties of table vegetables, and of watermelons, citronmelons, etc., strawberries, and other popular delicacies; among the finest fruits and best vegetables in the Philadelphia markets those of Camden County are conspicuous, and even in New York they are in request. The numerous dairies of the county include some that are famous for their Alderney, Guernsey and other choice imported stock. It is, however, as a manufacturing centre that Camden County is most celebrated and most successful; except in the manufacture of glass, the many immense establishments are of comparatively recent origin, the oldest being less than forty years old, but not a few of them are unexcelled by any on the continent, either in the extent of their works, the capital invested, the amount of material consumed, the number of work-people employed, or the value of their products. The county is traversed by the Camden and Atlantic, West Jersey, the Camden and Amboy division of the leased lines of the Pennsylvania, the Philadelphia and Atlantic City, the West Jersey at Atlantic City, the New Jersey Southern and the Burlington County Railroads, of which the first named intersects the county through its entire length. The county seat is at the city of Camden.



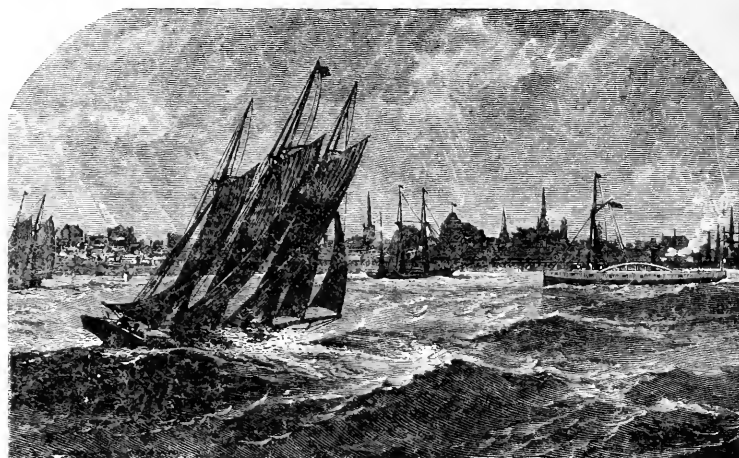
**CAPE MAY COUNTY.**—This is one of the oldest counties of the State, the first settlement having been made in 1623 by a party who came from Holland under the lead of Captain Cornelius Jacobse Mey, and the county having been defined by proprietary law in 1692, and its present limits fixed in 1710. It is the southernmost, and has the least population of the counties; it is in part a peninsula and almost an island, being separated from the mainland on the north by the Tuckahoe River, and on the west partly by West Creek, and being connected with Cumberland County on the northwest by a narrow strip between the river and creek. Its area is about 250 square miles, and its population is now (census of 1880) 9765; in 1810, it was 3632; in 1830, 4936; in 1850, 6433; and in 1870, 8349. The surface is level, and in the southeastern part are extensive marshes; the soil is generally good, and wheat, corn and hay are the staples, and great quantities of cranberries are raised in the marshy districts. The real and personal property was stated, in the census of 1870, as worth \$5,599,383. The capital is styled Cape May Court House. Near the centre of the county is an extensive deposit of white cedar, to an unascertained depth, which is perfectly sound, though it is estimated from the growth above to be not less than 2000 years old; a large force is employed in digging and working the timber into posts, shingles, etc. The chief industries, besides farming, are fishing, and obtaining oysters and clams, which are very abundant in the streams and inlets and along the coast generally, and are readily transported to the markets by the West Jersey Railroad and by vessels.

**CUMBERLAND COUNTY.**—Cumberland was a part of Salem County until 1747, when it was organized as a separate county by the provincial assembly, and named in honor of the Duke of Cumberland by Governor Belcher. It contains an area of about 500 square miles, a population in 1880 of 37,694, and real and personal property to the value of \$21,776,415, according to the census of 1870; the population in 1850 was 17,189; in 1870, 34,665. It is drained by the Delaware Bay, which forms its southwestern boundary, and by the Maurice River, Cohansy River, and numerous smaller streams. The surface is generally level, and the soil very good, though in some parts rather sandy; among its staples are wheat, corn, oats and hay, but in some places sweet potatoes yield the best paying crops. Cumberland County is specially noted for its grapes, pears, peaches and berries, and some townships produce delicious watermelons, etc., in great quantities, while in some places cranberries are extensively cultivated. The manufactures of this county are considerable, including glassware, window glass, nails and other iron products, woolen and leather goods, machinery, carriages, etc., besides numerous canning establishments and wine manufactories, some on a large scale. The New Jersey Southern and West Jersey Railroads intersect the county, the latter with a branch from Vineland to Bridgeton, and there is an important local road called the Bridgeton and Port Norris Railroad, which extends from Bridgeton past Port Norris to Bay Side View, at Maurice River Cove, the famous source of supply of some of the finest oysters that reach the Philadelphia market. The city of Bridgeton is the capital.

**ESSEX COUNTY.**—This is, with the exception of Hudson and Union, the smallest county in area in the State, and at the same time it has the largest population; one of four original counties of East New Jersey, established in 1682, was Essex, but, as in the case of Bergen, the county then so styled comprised a large extent of territory, larger considerably even than Bergen; the bounds were repeatedly changed in the creation of Morris and other counties, the last change being made in 1847, when Union County was set off from it; its area is only about 150 square miles, its population in 1880 being 189,819, and its real and personal property by the census of 1870 was \$160,269,082; doubtless now, in 1880, considerably above \$200,000,000; the population of Essex County in 1810, when its area was more than thrice what it now is, was 25,984; in 1840, including Union County, 44,621; in 1850, with the present area, 73,950; in 1860, 98,877, and in 1870, 143,839. The level surface is relieved by two remarkable ridges, called First and Second Mountains, and it is well drained by the Passaic River and Newark Bay, the former of which also supplies superior water-power. The soil is generally excellent, and the staple products include grains, hay, potatoes, etc., and there are a goodly number of excellent dairies, but the county is chiefly interested in manufactures, and, besides Newark, the third city of the continent in this particular, contains a number of thriving manufacturing villages, as Belleville, Bloomfield, Franklin, Montclair, etc., and the city of Orange. The Morris and Essex division of the Delaware, Lackawanna and Western, the Philadelphia and New York branch of the United Railroads leased by the Pennsylvania, and numerous local lines, afford the county ample railroad facilities, while the Passaic River and Newark Bay furnish convenient channels for the transportation of its agricultural and manufacturing products. The county seat is at Newark.

**GLOUCESTER COUNTY.**—The original Gloucester County included, besides the present county of that name, the territory now embraced in Atlantic and Camden Counties. The county was first named in 1677, and its bounds defined in 1710; in 1810 the county contained 19,744 inhabitants; in 1830, 28,431; in 1837 Atlantic County was created, with more than one-half the territory and less than one-fourth of the inhabitants of Gloucester, which, in 1840, was accredited by the national census with a population of only 25,438; in 1844 its extent was again more materially changed, by the organization of Camden County, to which were given about

one-half of the territory and more than three-fifths of the population, so that in the census of 1850, Gloucester County had but 14,655, which within the next ten years increased to 18,444, and by 1870 to 21,562; in 1871, Monroe township, with 1603, and Washington township, with 1567, were severed from Camden and annexed to Gloucester County, which, in 1880, had a population of 25,886; its present area is a trifle over 300 square miles. The surface is mostly level, the soil good, some naturally too sandy places being improved by an admixture of marl; there are some tracts as yet uncultivated, which are mostly occupied by pine timber. The county is well drained by the Delaware River on its northwestern, the Big Timber Creek on its northeastern, and the Old Man's Creek on its southwestern borders, and to some extent by the Great Egg Harbor and Maurice Rivers, and by numerous small streams. In 1870, according to the census, 762,624 bushels of sweet potatoes were raised in Gloucester County—a quantity not equaled by any other county in the country; besides sweet potatoes, wheat, corn, hay and white potatoes are raised, but a large portion of the soil is devoted, with



DELAWARE RIVER AT GLOUCESTER.

most satisfactory results, to the raising of cabbages, beans and other table vegetables for the Philadelphia markets, and excellent grapes and berries are grown in the vicinity of Newfield, Forest Grove, etc., and in some places cranberries are profitably cultivated. The manufacture of glass is a leading branch of the industries of the county, in which some of its residents embarked before the revolution; there is a large works at Malaga, which was started in 1780, while one of the six large establishments at Glassboro' was begun in 1810, and is said to have been the first in the country that manufactured glass hollow-ware. The county enjoys ample railroad facilities by the West Jersey (and its branches) and the Delaware River Railroads. Value of real and personal estate in 1870, \$18,737,720. Woodbury is the county town.

**HUDSON COUNTY.**—Though this county was not organized until 1840, it contains the earliest settled point in East New Jersey, if not in the entire State, and though it has an area of only about 75 square miles, but little more than one-tenth of that of Burlington County, it has a population much more than double the population of that county, and second only to Essex County. It is still more remarkable, however, for the fact that its population more than doubled within the decade from 1860 to 1870, being 62,717 in the census of 1860, and 129,067 in 1870. The present population of the county is 187,950. The density of its population is due to its containing two large cities, Jersey City and Hoboken, with populous suburbs, and the exceptional increase to the marvelous growth of the cities named. The surface of the county is quite hilly. It is intersected by the Hackensack River, and has the Hudson River and New York Bay on its eastern, Newark Bay on its southern, and the Passaic River on its western border. The Northern New Jersey, the New Jersey Midland, the Erie and numerous other railroads traverse the county. The census of 1870 placed the valuation of the real and personal property of the county at \$135,139,369. The county seat is at Jersey City. The manufactures of the county, which are extensive and valuable, will be noticed in the paragraphs on Bayonne, Hoboken, and Jersey City, further on in this work.

**LOWEST AND HIGHEST PRICES OF COMMODITIES FOR FIFTY-SIX YEARS—1826—1880.**

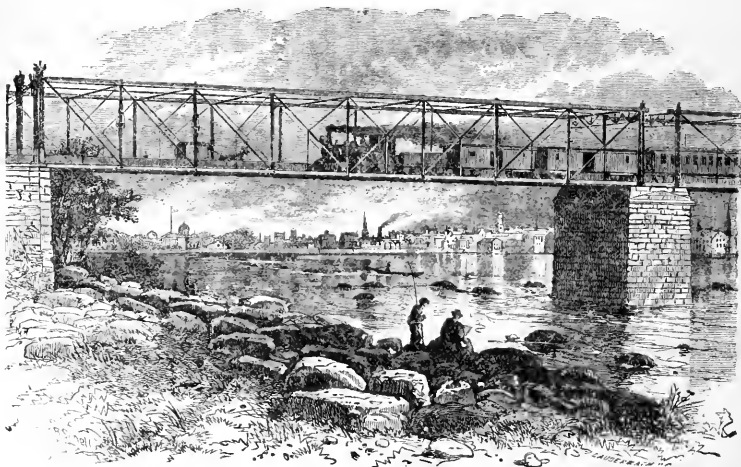
(Compiled from the Reports of the Secretary of the Treasury for 1863 and 1873, the Commercial and Financial Chronicle, Reports of the N. Y. Chamber of Commerce, and the N. Y. Shipping List and Price Current.)

NOTE.—In the American Almanac and Treasury of Facts for 1878, pp. 278-9, appeared a table of prices compiled on the basis of the average price of each article in New York, the 1st of January of each year. Such a table, however useful, fails to give the data which are important in forming a judgment of the whole range of prices for each year. The following table, carefully compiled from the sources indicated, takes the prices of the twelve months in each year, selecting the highest and lowest quotation for each article. It is to be understood, where no mention of quality is made, that the price quoted is for the cheapest grade of each commodity.

Years.	Pork, Mess.		Rice.		Salt, Liverpool.		Sugar, Raw.		Tobacco, Ky. Leaf.		Wheat.		Whiskey.		Wool.		
	Bbl.		100 lbs.		Sack.		lb.		lb.		Bush.		Gal.		lb.		
	L.	H.	L.	H.	L.	H.	L.	H.	L.	H.	L.	H.	L.	H.	L.	H.	
	\$		\$		\$		cts.		cts.		\$		cts.		cts.		
1825.....	12 00	14 75	2 00	4 00	2 37	3 00	6 10	3 9	75	1 06	25	31	30	38			
1826.....	10 00	12 00	2 00	3 87	2 12	2 60	6 10	3 8	84	1 02	26	36	28	38			
1827.....	11 25	15 25	2 50	4 00	2 15	2 35	6 10	3 6	90	1 25	25	35	20	30			
1828.....	12 00	15 00	2 50	4 00	2 25	3 25	6 10	3 6	95	1 62	20	26	20	30			
1829.....	11 00	13 75	2 50	3 75	2 12	3 00	5 9	5 7	1 00	1 75	26	26	18	27			
1830.....	11 00	15 50	2 00	3 50	1 75	2 20	6 9	3 7	1 00	1 15	21	32	16	30			
1831.....	12 00	15 25	2 50	4 00	1 75	2 25	4 7	3 6	1 06	1 35	27	37	20	35			
1832.....	12 50	14 25	2 75	4 25	1 75	2 50	5 7	3 6	1 12	1 35	26	35	20	35			
1833.....	12 50	17 00	2 75	3 75	1 60	2 00	5 9	3 8	1 15	1 28	29	36	27	35			
1834.....	12 75	15 00	2 25	3 62	1 40	1 80	5 8	4 8	1 02	1 10	20	29	25	35			
1835.....	13 50	18 50	2 75	4 50	1 47	2 25	6 9	6 11	1 04	1 50	30	38	25	40			
1836.....	18 00	30 00	3 00	4 25	1 60	2 12	7 11	6 10	1 37	2 12	31	44	35	50			
1837.....	16 00	24 50	3 12	5 00	1 20	2 62	5 8	3 9	1 55	2 10	20	48	28	50			
1838.....	16 50	25 50	3 25	5 37	1 62	2 37	6 8	4 13	1 35	2 00	30	43	28	40			
1839.....	14 50	23 50	3 00	5 00	1 44	2 12	6 8	8 16	1 15	1 37	28	46	37	40			
1840.....	13 00	16 00	2 75	4 00	1 40	1 75	4 8	3 16	95	1 25	21	30	20	35			
1841.....	8 75	13 50	2 87	4 12	1 40	1 98	4 7	4 14	90	1 50	19	25	20	30			
1842.....	6 75	10 25	2 00	3 31	1 37	2 25	3 7	2 9	83	1 30	16	21	18	22			
1843.....	7 50	11 50	1 87	3 00	1 35	1 62	3 7	2 7	84	1 20	18	24	17	24			
1844.....	8 50	10 25	2 25	3 62	1 25	1 52	5 7	2 6	82	1 12	21	29	25	37			
1845.....	9 25	14 12	2 62	4 75	1 32	1 47	3 7	2 7	85	1 40	20	28	24	30			
1846.....	9 62	13 37	2 87	4 50	1 25	1 50	5 8	2 7	80	1 35	18	25	18	28			
1847.....	10 25	16 00	8 25	13 75	1 20	1 55	5 8	2 8	1 05	1 95	24	34	22	30			
1848.....	9 00	13 00	7 75	13 00	1 25	1 55	10 15	3 8	95	1 40	21	27	20	30			
1849.....	9 87	14 25	2 25	3 50	1 20	1 40	4 6	3 9	1 20	1 35	20	28	25	32			
1850.....	10 00	11 87	2 25	3 37	1 15	1 75	4 7	5 14	1 09	1 50	23	27	30	35			
1851.....	12 06	15 50	2 75	3 12	1 02	1 60	4 6	3 14	93	1 22	20	27	30	41			
1852.....	14 62	19 75	2 75	5 00	1 05	1 55	3 5	3 9	1 03	1 15	20	25	26	42			
1853.....	13 00	19 75	3 87	4 50	1 12	1 62	4 6	4 10	2 22	1 80	22	32	38	44			
1854.....	12 12	16 00	4 12	4 62	1 47	1 70	3 6	5 11	1 75	2 50	26	41	25	40			
1855.....	12 50	23 00	2 50	5 87	90	1 22	4 8	6 13	1 96	2 80	30	43	24	34			
1856.....	16 25	21 00	3 62	4 87	80	1 05	6 10	6 16	1 30	2 17	25	36	30	38			
1857.....	16 50	25 70	3 25	5 37	70	84	9 11	7 20	1 25	1 95	21	37	30	44			
1858.....	15 35	19 00	2 75	3 75	62	80	5 8	6 18	1 20	1 50	21	35	27	32			
1859.....	14 60	18 12	3 00	4 50	75	1 07	5 8	4 14	1 30	1 65	23	29	34	45			
1860.....	16 12	19 75	3 00	4 62	68	1 15	6 9	3 13	1 35	1 70	19	27	34	40			
1861.....	12 25	18 00	3 00	7 25	50	95	4 9	3 16	1 20	1 60	15	21	22	45			
1862.....	11 00	14 50	6 62	7 75	85	1 52	7 11	6 30	1 30	1 55	19	39	40	65			
1863.....	11 50	18 25	3 75	8 50	1 20	1 70	7 14	8 36	1 25	2 00	44	78	62	80			
1864.....	19 50	43 25	7 00	15 50	1 75	3 50	11 25	8 55	1 72	2 75	60	2 03	75	1 10			
1865.....	19 00	31 50	9 75	14 00	1 55	2 50	11 17	7 45	1 25	1 88	1 92	2 25	70	77			
1866.....	21 18	33 55	11 50	15 25	2 50	4 10	10 15	8 18	2 20	3 45	2 00	2 33	25	27			
1867.....	18 90	24 10	8 50	12 50	2 60	2 75	9 10	9 16	2 30	3 40	2 10	2 32	25	37			
1868.....	21 10	29 50	8 25	11 25	2 50	2 60	9 12	8 15	2 05	3 25	91	2 30	34	37			
1869.....	26 50	33 37	7 25	10 00	2 50	3 00	9 13	8 13	1 45	2 18	90	1 14	32	35			
1870.....	20 00	30 00	5 50	9 50	2 40	3 25	9 10	7 12	1 40	1 90	82	1 05	34	45			
1871.....	12 85	23 00	6 75	9 75	2 80	3 25	7 10	6 11	1 45	2 00	85	95	32	63			
1872.....	12 80	16 00	7 50	9 50	2 80	3 25	7 9	9 16	1 65	2 10	82	91	45	67			
1873.....	13 00	19 00	7 00	9 50	3 00	3 50	7 9	9 16	1 55	2 25	86	1 05	35	57			
1874.....	13 85	24 25	6 75	10 00	1 10	3 00	7 8	7 25	93	1 35	92	1 03	36	48			
1875.....	18 00	22 75	6 50	8 50	1 15	2 35	7 9	9 28	92	1 37	93	1 19	38	48			
1876.....	15 70	22 87	5 00	7 50	1 15	2 50	7 10	7 19	84	1 27	104	1 10	25	43			
1877.....	11 75	17 87	5 00	7 00	1 10	2 50	7 10	7 16	1 06	1 85	1 04	1 09	32	43			
1878.....	8 25	13 00	5 50	8 00	1 10	2 50	6 8	4 7	83	1 31	1 03	1 14	20	33			
1879.....	7 80	12 75	5 50	7 25	1 40	2 50	6 9	4 7	74	1 10	1 56	1 05	1 17	27	50		
1880.....	8 20	14 00	5 75	8 00	1 35	2 75	6 9	4 7	7	1 12	1 60	1 06	1 17	26	50		

**HUNTERDON COUNTY.**—This county was set off from Burlington in 1713, when it was the northernmost part of West New Jersey, and in 1765 it was the most populous and wealthy county of the province. In 1838, its area was reduced to supply a part of Mercer County. It extends northward and somewhat westward, along the Delaware River, above Mercer County and above navigation, and is bounded on the northwest by the Musconetcong River, and drained by the Lansington and south branch of the Raritan River. Its area is about 500 square miles, embracing excellent agricultural lands with considerable iron veins, some copper veins, and numerous limestone and freestone quarries; though the iron has been worked to a very small extent as yet, it is of good quality and in sufficient quantity to pay well for the expense and labor involved; while the Lehigh Valley, Belvidere Delaware, and other railroads afford facilities for getting it to the markets. In 1870 this county produced, besides wheat, oats, hay, flax, etc., 1,021,251 bushels of corn, the largest yield in the State. The manufactures of this county are not noteworthy, it being peculiarly an agricultural district, but the mining of its iron and copper will doubtless lead to the establishment of more works for the working up of the ores. The real and personal estate of the county was stated, in 1870, to be worth \$48,142,051. In 1870 the population was 36,961, and in 1880, 38,568. The county seat is at Flemington.

**MERCER COUNTY.**—Mercer County was organized in 1838, out of parts of Hunterdon, Somerset, Middlesex, and Burlington Counties, and received its name in honor of Hugh Mercer, the patriot general of the revolution, who fell at Princeton, January 3d, 1777. It comprises about 275 square miles, and in 1880 had a population of 58,058; in 1850, the population was 27,992; in 1860, 37,415, and in 1870, 46,386, when the real and personal property was appraised at \$62,364,494. The surface is slightly rolling, and the soil



TRENTON—RAILROAD BRIDGE ACROSS THE DELAWARE.

fertile, with small tracts of oak hickory and chestnut trees, and quarries of red sandstone; the staple products are wheat, corn, oats, hay and potatoes. Numerous dairies yield excellent milk, butter, etc., and the city of Trenton is an important manufacturing centre, but the county is most remarkable for the number and standing of the educational institutions within its limits, among which are the College of New Jersey and Presbyterian Theological Seminary at Princeton, and institutions of recognized merit at Hightstown, Lawrence, Pennington, etc., besides the State, Normal and Model Schools at Trenton. The county is drained by the Delaware and Millstone Rivers, which form its southwestern and northeastern boundaries, and by the Assanpink Creek, which rises in Monmouth County and flows through Mercer to the Delaware. The Bound Brook division of the Philadelphia and Reading, and three of the United Railroads of New Jersey, leased by the Pennsylvania, traverse the county. Trenton is the capital of the county as well as of the State.

**MIDDLESEX COUNTY.**—One of the four original counties of the province of East New Jersey, as laid out in 1682, Middlesex has, like the others, been necessarily subjected to repeated changes of boundaries, chiefly as the growth of population has demanded the creation of new counties; first, in 1688, Somerset County was set off; then in 1710, in the general revision of county lines, subsequent to the union of the two provinces, and in 1714, 1790, and 1822, slight changes were made in its bounds; in 1838, it was made to contribute to the formation of Mercer County, and finally, February 16th, 1860, a part of Woodbridge, its northeasternmost township, was annexed to Rahway, Union County.

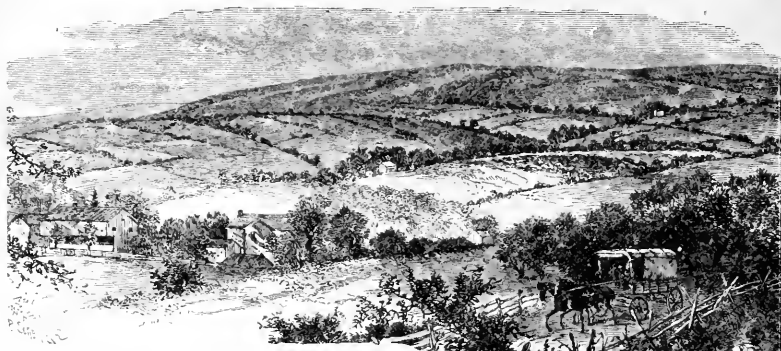
Middlesex has an area of about 340 square miles, a population in 1880 of 52,286, and real and personal property in 1870 to the value of \$53,355,097. Population in 1850, 28,635; in 1860, 34,812; in 1870, 45,029. The surface is undulating, the soil for the most part fertile, and the county is drained by the Raritan River, intersecting it from west to east, the Staten Island Sound and Raritan Bay bounding it on the east, the Millstone River bounding it on the southwest, and by the South River, Matchaponix Creek, and numerous small streams; the Delaware and Raritan Canal also extends within the county on the western line from New Brunswick south. The Central Railroad of New Jersey, the Lehigh Valley, the Freehold and Jamesburg, and the Philadelphia and New York and Camden and Amboy branches of the United Railroads of New Jersey, leased by the Pennsylvania, traverse the county in various parts; the Lehigh Valley and Camden and Amboy having their eastern rail terminus, the one at Perth Amboy, the other at South Amboy. The county is largely agricultural, corn, wheat, oats and hay being its staples; while a considerable amount of butter is sent from its dairies to the New York markets. A good sandstone is obtained in some places, and fine fire-clay and kaolin are abundant about Perth Amboy. In the suburbs of New Brunswick a superior copper was profitably mined for some years, beginning in 1750; and, though the mines have long been permitted to remain unworked, the vein is very valuable, and will undoubtedly be again mined successfully. The manufactures of the county are very valuable, embracing India-rubber goods, drain-pipe, white ware, hosiery, carpets, paper-hangings, etc.; the India-rubber works, three in number, at New Brunswick, being the most extensive establishments in this line in the Union. The county seat is at New Brunswick.

**MONMOUTH COUNTY.**—Monmouth is one of the four original counties of East New Jersey laid out in 1682, and then including Ocean County, which was set off from it in 1850, with more than half of its area, but only one-fourth of its population. The present area of the county is about 500 square miles; population in 1880, 55,535, and real and personal estate in 1870, \$50,948,795. Its population in 1850, after the separation of Ocean County, was 30,313; in 1860, 39,346; and in 1870, 46,195. The surface is mostly level, though undulating in some, and rather low in other places. The soil is excellent, and the county comprises one of the best agricultural tracts in the State, its staple products being potatoes, corn, wheat, oats, hay and butter; it was credited in the census of 1870 with 1,263,403 bushels of white potatoes—the largest yield of any county in the State. This county was the first in which the digging of marl was undertaken as an industry, and large quantities are obtained, affording employment to a large number of hands, and yielding satisfactory returns for labor and capital. The Raritan and Sandy Hook Bays bound the county on the north; it has more than twenty-five miles of coast on the Atlantic, and the Navesink, Shark, Manasquan and Meredeconk Rivers rise in various parts of the county. The Central of New Jersey, the New Jersey Southern, the Freehold and Jamesburg, and the Freehold and Keyport Railroads, and some local roads, traverse the county. Oysters are obtained in great numbers, and of the best quality, along the entire coast, those of the Chingarora Creek and the "Shrewsbury Salts" being especially famous. The manufactures of Monmouth County are not considerable. Freehold is the capital.

**MORRIS COUNTY.**—Morris is the great iron county of New Jersey, eighty per centum or more of all the iron mined in the State having hitherto been obtained in this county; and besides iron, more or less, there are extensive beds of copper, Franklinite, zinc, etc. Mining was begun here soon after the first settlements were effected in New Jersey, some of the early settlers having come into the iron regions of Morris, Sussex and Warren, Hunterdon and Passaic Counties expressly for the purpose. There are still in operation in this county furnaces, bloomeries, etc., which have been running for upwards of a century and a half, notably one in Hanover township, "the Troy Bloomery," which was in operation in 1709; and in Randolph township there is a place locally known as "the Old Forge" where smelting was done as early as 1685 or 1686. At the opening of this century there were ten mines, with two furnaces, three rolling-mills and forty forges in operation in this county; the census of 1870 showed that there were mined in Morris County, during the year ending May 31, 308,792 tons, valued at \$1,741,952, at the mines; in 1871 there were upwards of 370,000 tons; and in 1872 nearly 500,000 tons mined in the county. A number of new iron tracts have been discovered within a few years, among which one on Schooley's Mountain is peculiarly rich in promise. The copper and zinc veins of this county have not been opened up, but the quality and quantity of the ores obtained in the adjoining portion of Sussex County justify the expectation that those of Morris would, and no doubt will, handsomely

reward mining. There is a famous copperas mountain in Rockaway township. Morris County was organized from Essex in 1738, and was somewhat reduced at the formation of Sussex County in 1753. Its present area is about 500 square miles, and its population, census of 1880, 50,867; in 1870 its population was 43,137, and its real and personal property \$38,567,026. The surface is mountainous, with some forests of hickory, oak, chestnut, etc. The county is drained by the Pequannock, Passaic, Musconetcong, Whippany and Rockaway Rivers, and the north branch of the Raritan. The soil is fertile, the staple products being corn, oats, hay and butter. The manufactures of the county are extensive and valuable, the leading lines being forged and rolled iron and nails. The Central Railroad of New Jersey and the Delaware, Lackawanna and Western, with numerous branches, especially the Morris and Essex, besides local lines to and from the mines, form a network of rails, while the Morris Canal passes through the centre of the county to the Delaware River. The city of Morristown is the capital.

**OCEAN COUNTY.**—This is the largest in area except Burlington, and the smallest in population except Cape May, of the counties of New Jersey; its area is about 650 square miles, and its population in 1880 was 14,455. The county was set off from Monmouth February 15, 1850, and in the census of that year had 10,052 inhabitants; in 1860, 11,176; and in 1870, 13,628, when its real and personal estate amounted to \$6,884,378. It is very peculiar in shape, being upwards of 25 miles wide at its northern boundary, and narrowing regularly to a mere point at its southern end; along the Atlantic it has two long, very narrow strips, called Island Beach and Long Beach, separated, the latter entirely and the former almost its entire length, from the mainland by a narrow lagoon called Barnegat Bay, with many inlets and a large number of small islets, the inlets mostly containing excellent oysters in great abundance. The surface is mostly level, with extensive forests of pine, the lumber from which enters largely into the industries of the county, some being worked up at home and much of it exported. The county is drained by the Toms River and Cedar and Oyster Creeks. The soil is somewhat sandy, except in Jackson, Plumstead and Manchester townships, but the judicious use of marl and fertilizers has rendered many farms in the sandy tracts very productive, corn and potatoes—especially sweet potatoes—being the staples; besides which large quantities of cranberries are raised in the lowlands. The main line and two branches of the New Jersey Southern and the Tuckerton Railroad traverse the county. The county seat is at the village of Toms River.

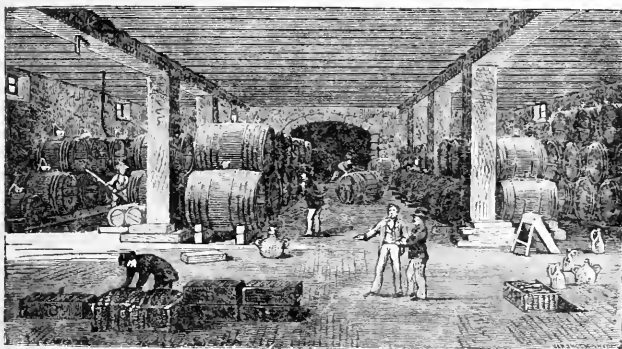


MODEL FARM SCENE—PASSAIC COUNTY.

**PASSAIC COUNTY.**—This county was organized February 7th, 1837, its territory being taken from Bergen and Essex Counties; it is of a very odd shape, and comprises scarcely 200 square miles, with 68,716 inhabitants in 1880; the population in 1850 was 22,569; in 1860, 29,013, and in 1870, 46,416; the real and personal property was appraised in 1870 at \$43,177,638. The surface of the county is in parts mountainous, in others rolling, and the soil very fertile, with extensive veins of iron, and excellent limestone underlying it in many places; though the iron has not been mined to any considerable extent, the ore has been proven to be of superior quality. The Passaic, Ramapo and Pequannock Rivers drain the county. The portion of the county cultivated is not large, but the cultivation is of the best, and the crops are large in proportion, the staples being

corn, potatoes, etc. Passaic is distinctively a manufacturing county, with upwards of \$10,000,000 invested, and an annual production exceeding \$20,000,000; the value of the silk alone manufactured here in a single year being stated in the census of 1870 at \$3,605,784, and silk manufacture, though the leading branch, and the one for which Paterson, the capital of the county, is famous, is but one of many, and some of the rest fall but little behind. The New Jersey Midland, the Delaware, Lackawanna and Western, the Erie and the Montclair and Greenwood Lake Railroads intersect the county, and the Morris Canal passes through Paterson, where it turns sharply to the west after its northward course from Newark.

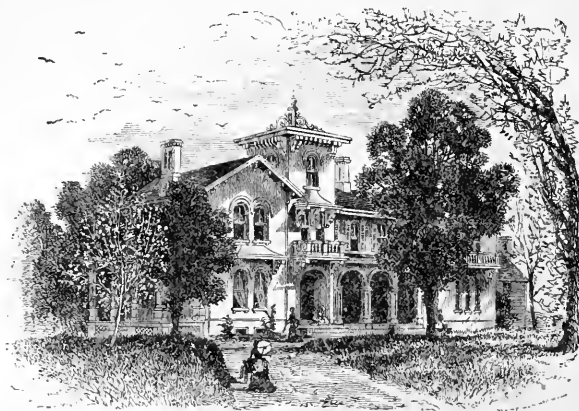
**SALEM COUNTY.**—Within this county, at a point at the mouth of the Salem Creek, was the first settlement by the Swedes in southern West New Jersey, and here Governor Printz built a fort, calling the fortress and town Helsingberg, whence the township name, Elsinborough, was anglicized; then, when the first colony of Friends came over with John Fenwick, they chose the peaceful shades along the eastern and southern shore of the exceedingly tortuous creek for their resting-place, and they called their new home by the symbol-name, "Salem." The county as laid out and named by Fenwick in 1675, and subsequently known as "Fenwick's Tenth," included Cumberland County, which was set off from Salem in 1747, since which time the area has been unchanged and is about 370 square miles, and the population in 1880 is 24,580; in 1810 it was 12,761; in 1830, 14,155; in 1850, 19,467, and in 1870, 23,940, when the real and personal estate was valued at \$32,392,190. The surface is level and the soil generally fertile, though in some places it has required improvement by the use of marl and fertilizers; the county is drained by the Delaware and Maurice Rivers, and Salem, Old Man's, Alloways and Stow Creeks; the staple products are corn, wheat, potatoes (both sweet and white), hay, etc., and grass-seed is raised and exported in considerable quantities; truck farming is very extensively followed, and the produce shipped up the Delaware to Philadelphia; the county has many superior dairy farms; watermelons, black and whortleberries and apples and pears are the principal fruit. The manufactures of Salem County are quite extensive, comprising many glass-works, several grist-mills, foundries, oil-cloth works, canning establishments, etc. The Delaware River Railroad has its western terminus at Pennsgrove, and the Bridgeton and Salem branches of the West Jersey traverse the county. The county seat is at the city of Salem.



WINE VAULT, EGG HARBOR VINEYARDS.

**SOMERSET COUNTY.**—Somerset was organized from Middlesex County in 1688, and its boundaries definitely fixed in 1710; though these were several times modified, no important change was made until 1838, when a small but important part, including Princeton, was given to Mercer County, and in 1858 Plainfield township was annexed to Union County; the county now has an area of about 340 square miles and a population in 1880 of 27,161; in 1850 the population was 19,692; in 1860, 22,057, and in 1870, 23,510, and in the latter year its real and personal property was worth \$39,420,071. The surface of the county is very diversified, being mountainous in the northwest and almost level in the southeast; the soil is very fertile, being a good loam, in some parts somewhat stiff and clayey, in others slightly sandy, with a great proportion of shell dust, and in the valleys of the northwest there is much limestone; some superior copper has been mined, and it is claimed that gold is found with the copper ore in some localities; the Bridgewater mineral paint is also esteemed very valuable. The Raritan, Passaic, Millstone and Lanington Rivers, and both branches of the first named, drain the county; the staples are wheat, corn, oats, hay and butter. The Central Railroad of New Jersey, the Lehigh Valley, the Delaware and Bound Brook (leased by the Reading) and the Lambertville and Amboy branch of the United Railroads (leased by the Pennsylvania), traverse the county. The county seat is at Somerville.

**SUSSEX COUNTY.**—Sussex was organized in 1753, chiefly from Morris County, and until 1824 including the territory embraced in Warren County; but, even after the separation of the latter, it continued one of the larger counties of the State, having an area of more than 500 square miles, though in population it is one of the smaller, having in 1880 23,553 inhabitants; it has not grown in population like some of the other counties, having in 1850, 22,989; in 1860, 23,846, and in 1870 only 23,168, and in the latter year its real and personal estate was valued at only \$22,440,043. Nevertheless in mineral wealth, buried beneath its hilly, in some parts mountainous surface, it is one of the richest counties certainly in this State, if not in the country, its mineral treasures embracing a large deposit of the rare and valuable compound, Franklinite, considerable amounts of red oxide of zinc, and vast tracts of excellent iron, including at least one valuable vein of magnetic ore, besides an unknown but certainly very large amount of superior limestone; but the Franklinite alone is worked to any adequate extent, and the magnetic iron and zinc to a considerable extent, while the iron has been neglected until very recently, since the New Jersey Midland and Sussex Railroads and the Ogden Mines local road have awakened some interest in iron mining. The soil is fertile, especially in the valleys, and the farms are well cultivated and highly profitable; but the dairies of Sussex are especially noteworthy, the yield of butter being greater than that of any other county in the State; in the year reported (in the census of 1870) it was 1,455,788 pounds; the other staples are corn, oats, rye and hay, while pork-raising is an important industry; with the Delaware River on the northwest, the Musconetcong River and Hopatcong Lake on the south, and the Paulinskill, Pequest, Wallkill and Flatkill rising in the county, it is well drained. The manufactures of the county are not extensive. Newton is the capital.



UNION COUNTY RESIDENCE.

**UNION COUNTY.**—The youngest county in the State, having been organized March 19th, 1857, and one of the smallest in area, which is not more than 100 square miles. Union is one of the most thriving and important, including two flourishing cities, Elizabeth and Rahway, numerous populous villages, and many highly-cultivated and profitable farms. The county had a population in 1880 of 55,571; it was only 27,780 in 1860, the first census after its organization, and was 41,859 in 1870, showing an increase of more than 50 per cent. in a decade; its real and personal property was valued at \$50,219,382 in 1870 and probably exceeded \$75,000,000 in 1880. The surface is mostly level, the soil excellent, and the county has on the east Newark Bay and Staten Island Sound, and on the northwest the Passaic River, and is intersected by the Rahway River. The staples are butter, corn, hay, potatoes, and garden truck generally; truck and dairy farms being numerous and very profitable. The manufactures of this county are very extensive, various and valuable, including sewing machines, mill machinery, hardware, saws, edge-tools, stoves, oil cloth, etc. The county seat is at Elizabeth.



**WARREN COUNTY.**—This county was separated from Sussex November 20th, 1824, with less than one-half of its territory and more than one-half of its inhabitants; its area is about 350 square miles, and its population in 1880 was 36,588. In 1830 the population was 18,627; in 1850, 22,358; in 1860, 28,433, and in 1870, 34,336, with real and personal property to the value of \$39,887,178. The surface is somewhat mountainous, the county being crossed near its northwest border by the Blue Ridge or Kittatinny Mountains, and containing the Jenny Jump Mountains, Mount Bethel and the Pohatcong; it has the Delaware River passing through the famous Water Gap as its northwestern, and the Musconetcong as its southeastern boundary, and is also drained by the Pequest and Paulinskill, and numerous small streams; the soil is fertile, the staple products being wheat, corn, oats, hay, etc., and its many excellent dairies send large quantities to both the Philadelphia and New York markets; the mineral resources comprise iron, limestone and roofing-slate; though, as in Sussex County, the iron wealth has hitherto been neglected, large quantities of slate have been quarried; at Mount Bethel, the Oxford furnace, erected in 1741, is one of the oldest in the country, and is in active operation as a steam hot-blast furnace. The manufactures of the county are considerable, but will be greatly multiplied with the proper mining of the iron. The Delaware, Lackawanna and Western Railroad crosses the Delaware into New Jersey at Delaware station, about six miles above Belvidere, and passes south-eastward through the county, being crossed at right angles at Washington by the Morris and Essex (leased by the first named), which also passes through the county from Phillipsburg northeastward; the Belvidere Delaware branch of the Pennsylvania runs along the Delaware shore, while the Central of New Jersey and the Lehigh Valley cross the Delaware at Easton and Phillipsburg and traverse the county near its southern extremity; the Morris Canal also crosses the county from Phillipsburg to Washington, and thence runs northward along the eastern border. Belvidere is the capital.

## LEGISLATIVE OFFICERS.

## PRESIDENTS OF THE SENATE.

JOHN C. SMALLWOOD, Gloucester.....	1845-6-7-8
EPHRAIM MARSH, Morris.....	1849-50
SILAS D. CANFIELD, Passaic.....	1851
JOHN MANNERS, Hunterdon.....	1852
W. C. ALEXANDER, Mercer.....	1853-4-5-6
HENRY V. SPER, Middlesex.....	1857-8
THOMAS R. HEKING, Bergen.....	1859
C. L. C. GIFFORD, Essex.....	1860
EDMUND PERKY, Hunterdon.....	1861
JOSEPH T. CROWELL, Union.....	1862
ANTHONY RECKLESS, Monmouth.....	1863
AMOS ROBBINS, Middlesex.....	1864
EDWARD W. SCUDDER, Mercer.....	1865
JAMES M. SCOVELL, Camden.....	1866
BENJAMIN BUCKLEY, Passaic.....	1867
HENRY S. LITTLE, Monmouth.....	1868-9
AMOS ROBBINS, Middlesex.....	1870
EDWARD BETTLE, Camden.....	1871-2
JOHN W. TAYLOR, Essex.....	1873-4-5
W. J. SEWELL, Camden.....	1876
LEON ABBETT, Hudson.....	1877
G. C. LUDLOW, Middlesex.....	1878
W. J. SEWELL, Camden.....	1879-80

## SPEAKERS OF THE HOUSE.

ISAAC VAN WAGENEN, Essex.....	1845
LEWIS HOWELL, Cumberland.....	1846
JOHN W. C. EVANS, Burlington.....	1847-8
EDWARD W. WHELPLEY, Morris.....	1849
JOHN T. NIXON, Cumberland.....	1850
JOHN H. PHILLIPS, Mercer.....	1851
JOHN HUYLER, Bergen.....	1852
JOHN W. FENNIMORE, Burlington.....	1853-4
WILLIAM PARRY, Burlington.....	1855
THOMAS W. DEMAREST, Bergen.....	1856
ANDREW DUTCHER, Mercer.....	1857
DANIEL HOLSMAN, Bergen.....	1858
EDWIN SALTER, Ocean.....	1859
AUSTIN H. PATTERSON, Monmouth.....	1860
F. H. TEES, Essex.....	1861
CHARLES HIGHT, Monmouth.....	1862
JAMES T. CROWELL, Middlesex.....	1863
JOSEPH N. TAYLOR, Passaic.....	1864
JOSEPH T. CROWELL, Union.....	1865
JOHN HILL, Morris.....	1866
G. W. N. CUSTIS, Camden.....	1867
AUG. O. EVANS, Hudson.....	1868
LEON ABBETT, Hudson.....	1869-70
ALBERT P. CONDIT, Essex.....	1871
NATHANIEL NILES, Morris.....	1872
ISAAC L. FISHER, Middlesex.....	1873

GARRET A. HOBART, Passaic.....	1874
GEORGE O. VANDERBILT, Mercer.....	1875
JOHN D. CAKSCALLEN, Hudson.....	1876
RUDOLPH F. RABE, Hudson.....	1877
JOHN EGAN, Union.....	1878
SCHUYLER B. JACKSON, Essex.....	1879
SHERMAN B. OVIATT, Monmouth.....	1880

## SECRETARIES OF THE SENATE.

DANIEL DODD, JR.,.....	1845-6-7
PHILIP J. GRAY, Camden.....	1847-49-50
JOHN ROGERS.....	1851
SAMUEL A. ALLEN.....	1852-3
A. R. THROCKMORTON, Hudson.....	1854
" " Monmouth.....	1855-6
A. E. CHAMBERLAIN, Hunterdon.....	1857-8
JOHN C. RAFFERTY, Hunterdon.....	1859-60
JOSEPH J. SLEEPER, Burlington.....	1861
MORRIS R. HAMILTON, Camden.....	1862-3
JOHN H. MEEKER, Essex.....	1864-5
ENOCH B. BORDEN, Mercer.....	1866-7
JOSEPH E. CORNISH, Warren.....	1868-9
JOHN C. RAFFERTY, Hunterdon.....	1870
JOHN F. BARCOCK, Middlesex.....	1871-2-3-4
N. W. VORHEES, Hunterdon.....	1875-6
C. M. JEMISON, Somerset.....	1877-8
N. W. VORHEES, Hunterdon.....	1879
GEO. WURTS, Passaic.....	1880

## CLERKS OF THE HOUSE.

ALEXANDER G. CATTELL, Salem.....	1845
ADAM C. DAVIS, Hunterdon.....	1846
ALEXANDER M. CUMMING, Mercer.....	1847-8-9-50
DAVID NAAR, Essex.....	1851-2
DAVID W. DELICKER, Somerset.....	1853-4
PETER D. VROOM, Hudson.....	1855
WILLIAM DARMON, Gloucester.....	1856-7
DANIEL BLAUVELT, Essex.....	1858
JOHN F. HARKER, Camden.....	1859
D. BLAUVELT, Jr., Essex.....	1860
ISAAC SHARP, Warren.....	1861-2
LEVI SCOBEE, Monmouth.....	1863-4
GEORGE B. COOPER, Cumberland.....	1865-6
ED. JARDINE, Bergen.....	1867
A. M. JOHNSTON, Mercer.....	1868-9-70
A. M. CUMMING, Mercer.....	1871
SINNICKSON CHEW, Camden.....	1872-3-4
AUSTIN H. PATTERSON, Monmouth.....	1875
JOHN V. FOSTER, Essex.....	1876-7
AUSTIN H. PATTERSON, Monmouth.....	1878
C. O. COOPER, Morris.....	1879-80

# THE RAILROADS OF NEW JERSEY.

## HISTORICAL REVIEW AND PRESENT CONDITION.



The railroad system of the State of New Jersey as existing at the present day is one of the most important in the country, being the great connecting link between the East and West, and over which passes the immense passenger and shipping traffic of the two great Metropolises, New York and Philadelphia, and the states beyond en route to every section of the country. This present system, almost perfect in its details, is a striking example of the changes wrought in Railroading within even the past three or four decades.

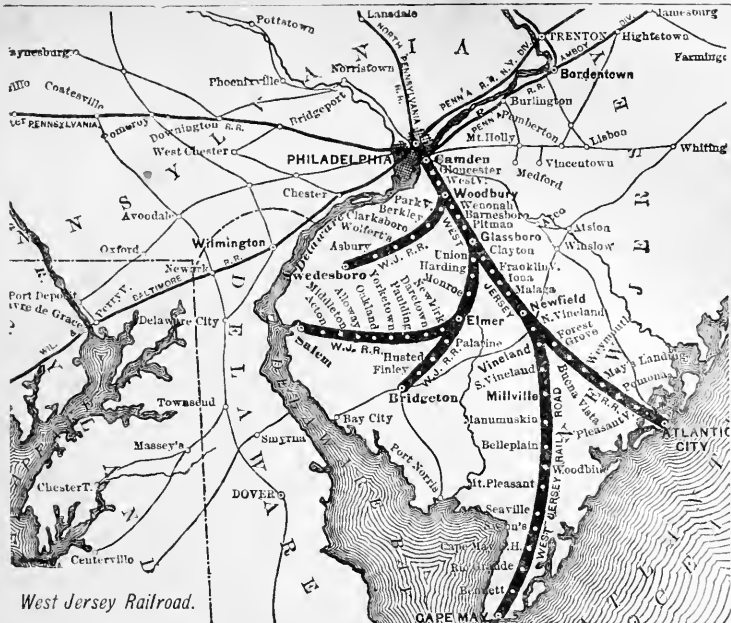
Beginning with the first iron highway, the old Camden and Amboy road, running by easy stages, and often with the assistance of stage and steamboat lines, the railroad interests of the State have grown to be a most important factor in the general wealth producing enterprises of the nation. A few other lines followed the establishment of Camden and Amboy (which ran with varying fortunes and not always with very remunerative dividends to its stockholders), and some of these made money.

**THE PENNSYLVANIA RAILROAD.** The real commencement of solid prosperity, so far as the railways of the State are concerned, however, dated from the time that the Pennsylvania, with the ultimate object of controlling the principal railroad traffic of the country, reached forth its iron grasp and secured as an entering wedge the Camden and Amboy. New rolling stock, both freight and passenger, of the most approved description, including fast and powerful engines, were added, and ere long other roads were leased, until to-day many important lines are controlled by this great corporation. Roads having their terminus at the great pleasure resorts of the Atlantic coast, with direct communication and short time to the lakeside, river, and wooded places of escape from the torrid heats of summer in a great city, were absorbed and made to pay handsomely.

But beside these leased lines of the Pennsylvania, there are other roads of greater or less prominence running across the State, and taking in also the summer resorts and great manufacturing centres, and no other Commonwealth in the union, save perhaps those of New York and Pennsylvania, is more richly endowed with paying railroad lines. New and commodious depots have been built within the last few years, road beds perfected and faster trains added, thus building up the suburban towns as places of residence for merchants and other business men of the adjacent cities. The adoption and enforcement of a thorough and efficient system of management has also done much towards creating a feeling of safety and largely augmented the patronage of the roads.

The Camden and Amboy Railroad, the original line of this now complete system in New Jersey, was opened from Camden to Amboy in the spring of 1834, and a branch from Bordentown to Trenton in 1838. From Trenton to New Brunswick the railroad was opened January 1, 1839. The continuation of this line from New Brunswick to Jersey City, had been opened for travel in 1836, and the whole route through to Philadelphia, in connection with the Camden and Amboy Railroad, was open January 1, 1839. These several roads, all under the title of the United New Jersey Railroads, were leased in May, 1871, by the Pennsylvania Railroad Co., for nine hundred and ninety-nine years, at a rental of ten per cent. on the share capital, and taken possession of by the lessees December 1, 1871. The merits of the roads brought under the management of the Pennsylvania, are too well known to need mention at our hands, and it is sufficient to say that the lines maintained between Philadelphia and New York, and reaching out in various directions to almost every point of travel in the state, are substantially the most perfect of any system in the country, and are managed with the object of securing the greatest combined speed, with the necessities of travel—comfort and safety. The roads controlled by the Pennsylvania in New Jersey are numerous, and as follows:

**BELVIDERE DELAWARE RAILROAD**, from Trenton to Manunka Chunk, where it intersects the Delaware, Lackawanna and Western a distance of sixty-seven and a half miles. This road runs for nearly its entire distance along the east bank of the Delaware river, and was completed March 5, 1855.—**CAMDEN AND BURLINGTON RAILROAD** is twenty-two and a half miles in length, and extending from Camden to Pemberton, with a branch known as the Burlington and Mount Holly Railroad, from Burlington to Mount Holly.—**COLUMBUS, KINKORA AND SPRINGFIELD RAILROAD**, from Kinkora to New Lisbon, 14.78 miles. Commenced operations in 1872.—**FLEMINGTON RAILROAD** was opened December 2, 1854, and extends from Lambertville (B. D. R. R.), to Flemington, a distance of 11.67 miles. Operated by the Pennsylvania Railroad Co. since March 7, 1876, as a branch of the Belvidere Delaware Railroad.—**FREEHOLD AND JAMESBURG AGRICULTURAL RAILROAD** runs from Jamesburg to Sea Girt, 27.42 miles, and was first opened for travel July 18, 1853. In 1879, the Farmingdale and Squan Village Railroad, eight and a half miles, and the Squankum and Freehold Railroad, seven and a half miles, were consolidated with this company.—**MERCER AND SOMERSET RAILWAY** from Somerset Junction to Millstone, a distance of twenty-two and a half miles.—**MILLSTONE AND NEW BRUNSWICK RAILROAD** extends a distance of 6.61 miles, from New Brunswick to Millstone. Road opened in 1854.—**MOUNT HOLLY, LUMBERTON AND MEDFORD RAILROAD**, from Mount Holly to Medford, a distance of 6.19 miles.—**PEMBERTON AND HIGHTSTOWN RAILROAD** was built in 1868, and runs from Pemberton to Hightstown, twenty-four and a half miles.—**PEMBERTON AND SEASHORE RAILROAD**, from Whiting to Pemberton, eighteen miles. Built in 1870, and was sold March 31, 1879, to the Pennsylvania Railroad.—**PERTH AMBOY AND WOODBRIDGE RAILROAD**, a short line from Rahway to Perth Amboy, 6.30 miles.—**ROCKY HILL AND KINGSTON RAILROAD**, from Kingston to Rocky Hill, 2.33 miles, with Monmouth Branch from Monmouth Junction to Kingston, 4.20 miles.—**VINCENTOWN BRANCH RAILROAD**, from Mount Holly to Vincentown, 2.84 miles.—**WEST JERSEY RAILROAD**, from Camden to Cape May, eighty-one and a half miles, with branch road from Glassboro to Bridgeton, nineteen and a half miles. The road was chartered February 5, 1853, and opened to Woodbury in 1857, and to Bridgeton in 1862. The line from Glassboro to Millville was built under a separate charter, opened in 1860, and consolidated with the main line June 1, 1868. The extension to Cape May, built by the Cape May and Millville Railroad Company, was opened in June, 1868, and consolidated with



the West Jersey, August 29, 1879. The leased lines of the West Jersey Railroad are, the Salem, Swedesboro and West Jersey and Atlantic Railroads, and these, with the main lines, are operated and controlled by the Pennsylvania Railroad.—SALEM RAILROAD extends from Elmer to Salem, a distance of seventeen miles. Opened for travel in June, 1857.—SWEDESBORO RAILROAD from Woodbury to Swedesboro, ten and three quarter miles. Opened for traffic October 2, 1869.

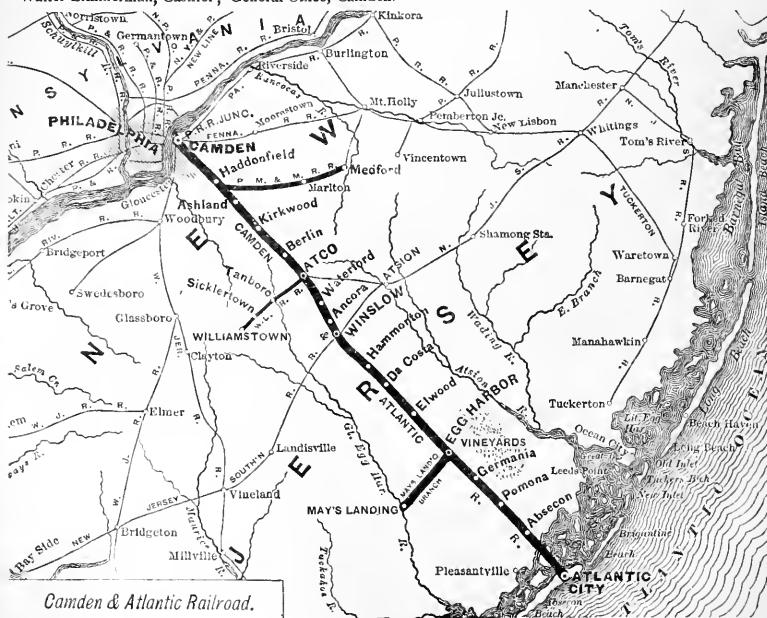
WEST JERSEY AND ATLANTIC RAILROAD is the third line to Atlantic City, the road commencing at Newfield, a distance of thirty-four and a half miles. The West Jersey leased the road for twenty-five per cent. of gross earnings brought to the road. It was open for travel June 16, 1880, and rapidly secured a leading place as a competing line to Atlantic City, the superior road-bed and excellent equipment guaranteeing to its patrons the three essentials of modern travel—security, comfort and speed. J. Wolcott Jackson, Gen'l Sup't, Jersey City; Frank Thompson, Gen'l Manager, James R. Wood, Gen'l Pass. Agent, Geo. W. Boyd, Ass't. Gen'l Pass. Agent, Philadelphia.

CAMDEN AND ATLANTIC RAILROAD.—This road extends from Camden to Atlantic City, a distance of 59 miles, and is one of the great arteries of travel to the summer resorts of the coast. It is handsomely equipped, and is run under the most careful management, serious accidents having been remarkably few since its establishment, notwithstanding the fast time made between the two points. To the liberal policy pursued by the line was due the rapid and remarkable growth of Atlantic City, soon causing it to rank with the hitherto exclusive Long Branch and Cape May, once the resort almost exclusively of New Yorkers. The road passes for some considerable distance through the most fertile region of this part of the state, including that great grape-growing and wine-making section, Egg Harbor, the fruit-producing locality of Pomona, and other equally important points from which the Philadelphia, and to some extent the New York markets are supplied.



When the charter of the Camden and Atlantic Railroad was applied for early in 1852 and issued in March of that year, there were not wanting those who foresaw only disaster to the men who proposed embarking their capital in the enterprise. The line was to run through an almost undeveloped section of country, for the most part, to a seaside resort only just becoming known, and it was not then believed that it could successfully compete with its fashionable and older rivals, Cape May and Long Branch. These dismal predictions, however, did not deter the incorporators but rather acted as an incentive for vigorous action, and the work of laying the rails and building the rolling stock went steadily on. Care in construction of the road-bed, with a view of securing absolute safety was observed, and everything done to insure the popularity

of the line when it should become an aspirant for public favor and patronage. The road was opened for business July 4, 1854, and from that time forth Atlantic City rose rapidly in favor as a summer resort. Along the route, then a semi-wilderness of sand and pines, towns sprung up where hamlets had existed before, small fruit raising and the cultivation of vegetables for the Philadelphia market received a marked impetus, and the hitherto unproductive, because too far remote from an accessible market, section became one of the most important of the state. At Egg Harbor City the soil and climate is particularly adapted to the cultivation of the grape, a fact the sturdy emigrants from Germany were not long in ascertaining and availing themselves of. Securing land at almost nominal rates these people soon found the nucleus of a colony to which in later years flocked those skilled in grape culture and wine making in the fatherland. The best varieties of vine were planted, and in a few years wine produced that rivalled the imported article. Being free of duty it supplied a want long felt by the German population of American cities for a pure, and at the same time comparatively cheap wine, and the demand became immense. To-day Egg Harbor is known the country over as a wine producing section, and the value of its vineyards and manufacturing establishments forms no inconsiderable portion of the state's wealth. This is but one of the many advantages secured to the commonwealth by the Camden & Atlantic Railroad, and much of the success of the road is due to Mr. Chas. D. Freeman, the President, and Mr. D. M. Zimmerman, the secretary and treasurer. Another feature, in which the Camden & Atlantic was the pioneer in the state, is the establishment of cheap excursion trains to the seaside. Long Branch and Cape May, besides being rather exclusive and fashionable, was but a few years ago too costly in respect to transportation rates for those in moderate circumstances to afford to spend a day by the ocean, the trip, including hotel accommodations aggregating no inconsiderable outlay. Recognizing this fact, the management of the road inaugurated cheap round trip rates to Atlantic City, where those who had but a day to spend could go down, be entertained at the large excursion house, and return by early evening at a cost of but a few dollars. This opportunity was embraced by Sunday-schools, churches and societies at once, and the excursions to "the city by the sea" sprang into popular favor. Year after year this business of the road increased until the best days of each summer season are now engaged even before January first, and at the present time nearly every excursion date is filled for the season of 1882. The road proper is 58 miles in length, with a branch from Haddonfield to Medford; and also another between Atlantic City and South Atlantic City, and employs 18 first-class engines and 241 cars. It also owns and operates two steam ferry lines between Philadelphia and Camden, and the horse railway in Atlantic City. The road is upon a sound financial basis, has from the start been singularly free from serious accidents, has the entire confidence of the traveling public, and is in every way the most popular route to the shore. D. M. Zimmerman, Gen'l Pass. Agent; F. A. Lister, Sup't; E. M. Coffin, Gen'l Freight Agent; Walter Zimmerman, Cashier; General Office, Camden.





**LEHIGH VALLEY RAILROAD.**—This model railroad now owns and controls a line across the state, giving it an outlet near New York city for its vast coal traffic. With this connection, it forms a grand highway to the West, and in its perambulations traverses one of the richest and most picturesque regions of the United States. The Lehigh Valley Road proper was projected by the late Hon. Asa Packer, and in October, 1855, opened from Easton, Pa., to Mauch Chunk. In 1871, it purchased the property of the Morris Canal and Banking Company, giving it extensive water facilities from Phillipsburg to Jersey City, and in 1872, a charter was granted for the construction of the Bound Brook and Eastern Railroad, in this state, which was subsequently changed by consolidation with the Perth Amboy and Bound Brook Railroad to Easton and Amboy Railroad. This route embraces much of the fine country of the state, and the Lehigh Valley Company have placed the road-bed in the most acceptable condition. The passenger trains of this road are composed of first-class, well-equipped cars, supplied with the Westinghouse Automatic Air-brake, and all modern conveniences for the safety and comfort of those who patronize the road. As a route to the West, this road affords superior inducements in fast time and superior accommodations. The Easton and Amboy Division of the Lehigh Valley Railroad forms a very important connection in the railroad system of New Jersey, and under the efficient management of its owner, has secured a remarkable share of the general business. The officers are: Charles Hartshorne, Pres.; H. E. Packer, Vice Pres.; Lloyd Chamberlain, Treas.; J. R. Fanshawe, Sec.; R. H. Sayre, Gen'l Supt.; E. B. Byington, Gen'l Pass. Agt.; Gen'l Offices, Bethlehem & Phila.

**THE NEW YORK, LAKE ERIE AND WESTERN RAILROAD.**—One of the best known roads of a few years ago was the "Erie," which was re-organized April 27, 1878, as the New York, Lake Erie and Western Railroad. The picturesque scenery and rich rolling, farming and dairying land lying along the road, has given it unrivalled attractions, and brought to it a patronage that has made it one of the great trunk lines between the Atlantic sea-board and the West and Northwest, the South and Southwest. It is the short popular route between New York and Niagara Falls, Lake Chautauqua, and the Lake of Central New York. From New York city and for thirty miles, it affords frequent trains for the wealthy business men of the metropolis who live along its line, and in this manner has built up a continuous stretch of inviting towns and villages composed of the homes of these gentlemen. Only about thirty miles of the main line are in New Jersey, but it has leased and now controls a number of important branches, which as feeders for the "Erie," form a network of lines in the northern portion of the state. The road is laid with steel rails, and uses Westinghouse air-brakes, and Miller platforms. On all through trains are run the famous Pullman Sleeping and Drawing-Room coaches. The New York, Lake Erie and Western leases the following roads in New Jersey:

**NEWARK AND HUDSON RIVER RAILROAD**, about six miles long, running from Bergen Junction to Newark.—**NEW JERSEY & NEW YORK RAILROAD** Co's line extends from Erie Junction, N. J., to Strong Point, N. Y., 36½ miles, of which half is in New Jersey.—**NEW YORK AND GREENWOOD LAKE RAILROAD**, from Jersey City to Greenwood Lake, N. Y., forty miles with extension to connection with Newark Branch of N. Y. L. E. and W. R. R., one and a half miles. Originally the Montclair Railroad.—**NORTHERN RAILROAD OF NEW JERSEY.**—This line extends from Bergen Junction, N. J., to Sparkhill, N. Y., 21¼ miles.—**OGDEN MINE RAILROAD** runs from Ogden Mine to Nolan's Point, Lake Hopatcong, a distance of ten miles, and is used exclusively for ore and coal.—**PATERSON AND HUDSON RIVER RAILROAD**, from Jersey City to Paterson, fifteen miles.—**PATERSON, NEWARK AND NEW YORK RAILROAD**, from Paterson to Newark, eleven miles.—**PATERSON AND RAMAPO RAILROAD**, from Paterson to New York State line, 15 miles. The principal officers of the road are: Hugh J. Jewett, President; George R. Blanchard, Rob't Harris, Vice Presidents; E. S. Bowen, General Superintendent; E. W. Spencer, Treasurer; John N. Abbott, General Passenger Agent; R. C. Vilas, General Freight Agent; General Office, New York.

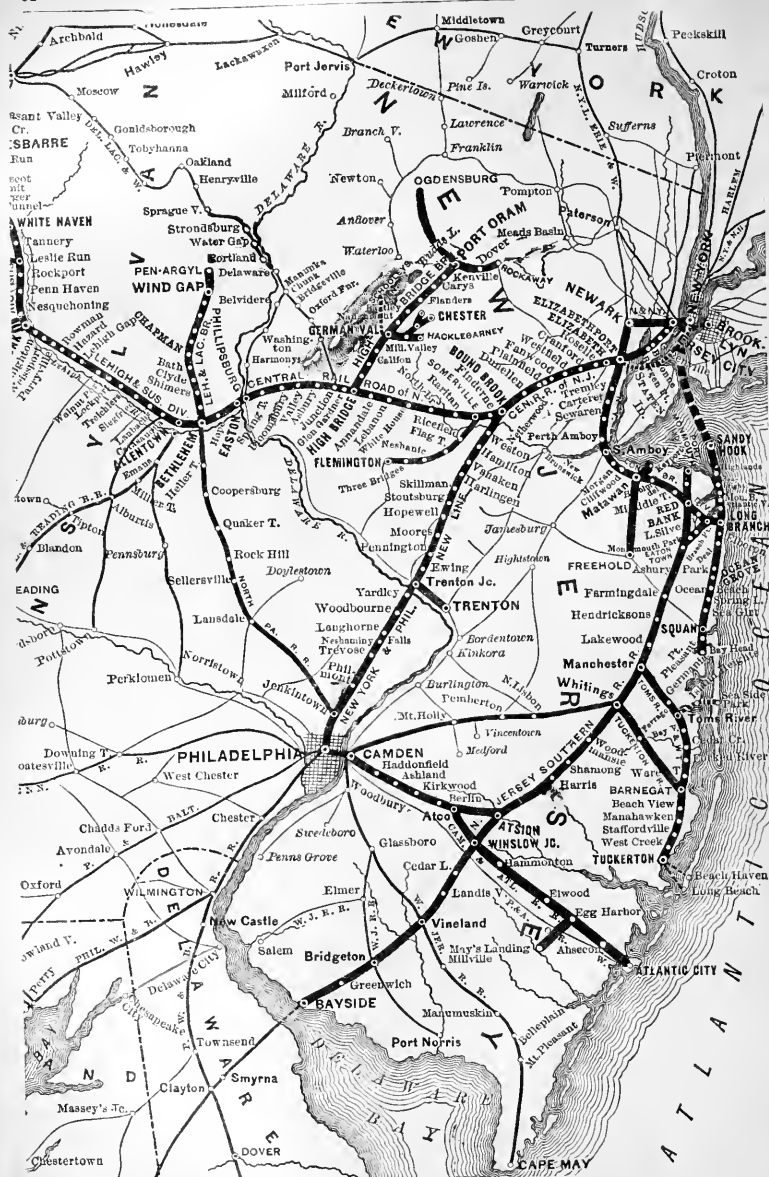
**CENTRAL RAILROAD OF NEW JERSEY.** The coach of the sixteenth century, the stage of the seventeenth, and the mail of the eighteenth, led step by step to the locomotive of the nineteenth,—the century marked by such gigantic strides in the matter of travel and transportation; and of all the roads constructed in the State, none are more important than the "CENTRAL" and its numerous branches.

The history of the road is full of interest, especially as in its construction it acted as a pioneer and made the all-important preparation which led to the building of other and important connecting railroad lines.

The road from Elizabethport to Somerville was built by the "Elizabethtown and Somerville Railroad Company," under a charter granted in 1831. The road was opened first from Elizabethport to Elizabeth, two and one-half miles, and connected at Elizabethport with New York and New Brunswick by boat. The route to Somerville was surveyed in 1835.

In 1836 it was built as far as Plainfield, and although the panic of 1837 told severely on the finances of the Company, it still pressed onward, slowly extending the road to Bound Brook, and finally reached Somerville in 1839. The effort, however, resulted in the failure of the Company and the foreclosure of the mortgage upon the road. The road was sold in 1846, the strap-rail taken up by the new organization, the track relaid with heavy T-rail, and preparations made for a large business. Feb. 16, 1842, the State Legislature, by special enactment, extended the time for completing the road until July 4, 1856. A new company was chartered in 1847 (approved Feb. 26th) to extend the road to Easton, under the name of "The Somerville and Easton Railroad Company." In the fall of 1848 the road was opened to White House; the following year authority was given the above-named Company to purchase the Elizabethtown and Somerville Railroad, and the name of the consolidated Company was changed to "The Central Railroad Company of New Jersey." This was





carried into effect in 1850, the existing roads brought under one ownership, and immediately thereafter the remainder of the route to Phillipsburg was put under contract. The portion to Clinton was opened in May, 1852, and the cars made one round-trip per day between New York and Clinton, from whence passengers reached Easton by stage. On the morning of the 1st of July, 1852, the last rail was laid. From this time that undeveloped country began to yield up its wealth. Iron works that had lain in ruins for the want of fuel since the Revolution were rebuilt, and with the advent of the thundering coal-trains began the ring of tilt-hammers; while the exchange of rude cabins for beautiful dwellings, and the founding of towns, churches, schools, etc., marked the succeeding years of the history of this road.

For eight years more were passengers transferred from Elizabethtown to New York by boat, but in 1860 authority was obtained to extend the Central Road to Jersey City, which was soon after accomplished. The most important feature in the extension is the Bay Bridge, nearly two miles in length, over Newark Bay.

The Central Railroad of New Jersey now has direct control of and operates the roads in Pennsylvania extending from Easton, through Bethlehem, Mauch Chunk, White Haven, and Wilkesbarre, to Scranton, with several branches into the slate and coal fields, under the title of the Lehigh and Susquehanna Division. It operates within the State of New Jersey, the "New York and Long Branch Railroad," from Perth Amboy to Long Branch; the "New Egypt and Farmingdale Railroad," from Long Branch to Ocean Beach; "The Long Branch and Sea Girt Railroad," from Long Branch to Sea Girt, and in the summer of 1880 extended the line to Point Pleasant, under the name of "New York and Long Branch Extension Railroad," all being now merged into "The New York and Long Branch Railroad"; "The South Branch Railroad," Somerville to Flemington; "The High Bridge Railroad," and "Longwood Valley Railroad" to Port Oram, Rockaway, etc., the "Ogden Mine R. R., and is continually extending Branches into the iron and ore regions, and along the coast in New Jersey; and operates the "New Jersey Southern Railway," from Sandy Hook to Bay Side,—one hundred and seventeen miles. The Central Railroad of New Jersey, in connection with the Philadelphia and Reading Railroad at Bound Brook, forms the important and central route to Trenton and Philadelphia,—the "New York and Philadelphia New Line," popularly named and designated the "Bound Brook Route," the original two hour line between New York and Philadelphia.

Along the line of the Central the beauties of nature and the utilities of man vie with each other for the overmastering interest. The Trunk Route—that is, that of the Central road itself—extends across the central portion of New Jersey, and hence its name. Its termini are Jersey City and Phillipsburg, N. J. It traverses the finest portion of the State, passing through a succession of alluvial valleys, containing the richest land in New Jersey, and increasing both in beauty and fertility as one approaches the borders of Pennsylvania. No one who has looked from New Hampton upon the Musconetcong Valley of Hunterdon and Warren Counties, will ever forget the scene or its suggestions.

The following are the present officers of the Central Railroad of New Jersey: F. S. Lathrop, President; Joseph S. Harris, General Manager; James Moore, Chief Engineer; W. W. Searns, General Superintendent; H. P. Baldwin, General Passenger Agent; P. H. Wyckoff, General Freight Agent; W. S. Polhemus, Division Superintendent; R. Blodgett, Division Superintendent; J. W. Watson, Secretary and Treasurer. General Office of Company, 119 Liberty Street, New York.

**DELAWARE, LACKAWANNA AND WESTERN RAILROAD.** Stretching across the central part of New Jersey is found the old Morris and Essex Railroad, which now constitutes the main line of the Delaware, Lackawanna and Western Railroad, from New York city. The D. L. & W. R. R. was formed by the consolidation, December 10, 1853, of the Lackawanna and Western Railroad (chartered March 14, 1849) and the Delaware and Cobb's Gap Road (chartered December 26, 1850). October 21, 1851, the road was opened from Scranton, Pa., to Great Bend, and from Scranton to the Delaware river May 27, 1856. Five years previous (1850), the D. L. & W. had entered into New Jersey, by leasing the Warren Railroad, extending from the Delaware river to a junction with the Central Railroad of New Jersey, the latter line being used up to 1875 as an outlet to the Hudson. In Pennsylvania and New York, the D. L. & W. controls the Cayuga and Susquehanna Railroad, Syracuse and Binghamton Railroad, The Valley Railroad, Lackawanna and Bloomsburg Railroad, Rome and Clinton Railroad, and Utica, Clinton and Binghamton Railroad. Of the roads controlled in New Jersey, the Morris and Essex is the most important, it now forming the main line. It was chartered January 29, 1835, and opened to Hackensack, fifty-three miles in January, 1854, and to Phillipsburg, in 1866. In 1868, the road was leased to the D. L. & W. R. R. The rolling stock of this line consists of 111 engines, 93 passenger, 46 mail, and 3,878 freight and coal cars. The old Morris and Essex Railroad crosses the State through a very populous and prosperous section, and with its excellent equipment, makes a route that is rapidly securing a very large per centage of the travel and freights. The D. L. & W. R. R. controls the Chester Railroad, from Chester Junction to Chester, ten miles.—**NATIONAL DOCKS RAILROAD** runs from Bergen Hill to Communipaw, three miles.—**NEWARK AND BLOOMFIELD RAILROAD**, from Newark Junction to Montclair, four and a half miles.—**PASSAIC AND DELAWARE RAILROAD**, from Summit to Bernardsville, fifteen miles.—**HIIBERNIA MINE RAILROAD** extends from Hibernia to the Delaware, Lackawanna & Western junction, near Rockaway, a distance of five and a half miles. The Hibernia Underground line extends from a point in Hibernia mountain, one mile through the same, and is used chiefly for transporting ore.—**WARREN RAILROAD** extends from New Hampton to the Delaware River, a distance of eighteen miles.

The principal officers of D. L. & W. R. R. are, Samuel Sloan, President; F. F. Chambers, Secretary and Auditor; F. H. Sibbens, Treasurer; W. F. Halstead, General Superintendent; W. F. Holwill, General Ticket Agent; B. A. Hegeman, General Freight Agent.

**MIDLAND RAILROAD OF NEW JERSEY.** One of the important roads through New Jersey, and centering at Jersey City, is that known as the Midland Railroad of New Jersey. It was chartered as the New

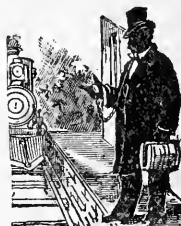


Jersey Midland Railroad Company, in 1870, and opened in 1872. Built as an outlet for the New York and Oswego Midland Railroad, it was operated by it under lease until March 30, 1875, when it was placed in the hands of a receiver. February 21, 1880, the road was sold under foreclosure, and the present company organized March 24, 1880, and at once began to place the road in all departments in the most thorough condition. By the settlement the capital stock is entitled to seven per cent. dividend after payment of interest on the first mortgage bonds, and before interest is paid on any other securities. This road, in its various connections, traverses a rich country, including a very productive dairy and farming district. The shipment of milk to New York city forms an important portion of the business, and since the road has been under the present management, this has been greatly augmented by the excellent facilities offered. The route at short intervals is dotted with towns and villages, many of them the place of residence for wealthy New Yorkers. The Midland Road lease and control the following lines:

MIDDLETOWN, UNIONVILLE AND WATER GAP RAILROAD, from Middletown, N. Y., to Unionville, N. J., 13.30 miles.—MOUNT HOPE MINERAL RAILROAD, from Mount Hope to Port Oram, in Morris county, four and a half miles in length, and is used solely for the transportation of iron ore, coal and mine supplies.—CHARLOTTEBURG AND GREEN LAKE RAILROAD extends from Charlotteburg Junction to the Green Pond mines, four and a half miles. No rolling stock is owned by this line, that being furnished by the Midland Railroad Co., of New Jersey. The business of the road is derived entirely from the iron mines along its route.—JERSEY CITY AND ALBANY RAILWAY from Jersey City to Albany, N. Y., one hundred and forty-seven miles, but only built to Haverstraw, N. Y., thirty-eight miles. Trains are run on completed portions of line by the New Jersey Midland Railroad.—JERSEY CITY AND BERGEN RAILROAD, from Jersey City to Bergen Point, six miles in length. This road is now called New York, Susquehanna and Western. F. A. Potts, Pres.; U. S. Dunn, Vice Pres.; A. S. Lee, Sec. and Treas.; H. M. Britton, Gen'l Manager; J. J. Demarest, Gen'l Pass. Agent; Office, 93 Liberty street, New York.

BOUND BROOK ROUTE TO N. Y. & PHILA. This well-known and popular line between the two metropolises of the country.—New York and Philadelphia,—is formed by the consolidation of three roads,—the North Penn. from Philadelphia to Yardleyville, Pa., the Delaware and Bound Brook, from this point to Bound Brook, N. J., where it connects with the Central Railroad of New Jersey, the whole forming a short line, equipped with superior road-bed, steel rails, and magnificent rolling-stock. The road was opened for travel May 1, 1876, and during the continuance of the Centennial Exhibition, carried a very large share of the travel between the two cities, a proportion which has been maintained during the years up to the present time. May 1, 1879, the whole line west of Bound Brook was leased to the Phila. and Reading Railroad. C. G. Hancock, Gen'l Pass. Ag't, Phila.; H. P. Baldwin, Gen'l Pass. Ag't, N. Y.

BLAIRSTOWN RAILROAD, running from Delaware Station to Blairstown, eleven and a half miles, was opened for traffic July 24, 1877, and is four feet, eight and a half inches gauge, with steel rails.—CAMDEN, GLOUCESTER AND MT. EPHRAIM RAILROAD, a narrow-gauge road, from Camden to Mt. Ephraim, six miles.—CUMBERLAND AND MAURICE RIVER RAILROAD, from Bridgeton to Bay Side, twenty miles. Formerly the Bridgeton and Port Norris Railroad, and is now, as then, largely engaged in the oyster carrying trade from the Maurice River Cove. J. Hicks Conrad, President; C. W. Littell, Secretary and Treasurer; L. H. Dowdney, Superintendent.—DELAWARE BAY AND CAPE MAY RAILROAD, extends from Steamboat Landing, Delaware Bay, to Cape May, a short three miles.—DELAWARE SHORE RAILROAD, from Woodbury to Pennsgrove, twenty miles. Opened in 1877, and in December, same year, placed in the hands of a receiver. Now owned and operated by a private party.—FERRO MONTE RAILWAY runs from Vanatta to the Byram mine, two and a half miles long, and its income is derived entirely from freight.—FREEHOLD AND NEW YORK RAILROAD, from Freehold to Keyport, fourteen and a half miles. Opened July 2, 1877. The rolling stock is furnished by connecting roads.—HACKENSACK RAILROAD, from Erie Junction to Hackensack, six miles. \*Leased to the N. J. & N. Y. R. R.—NEW JERSEY AND NEW YORK RAILROAD, running from Jersey City to Stony Point, a distance of forty-one miles. J. S. Drake, Superintendent; J. D. Hasbrouck, Gen'l Pass. Agent; General Office, Jersey City.—PHILADELPHIA AND ATLANTIC CITY RAILWAY, running from South Camden to Atlantic City, a distance of fifty-four and a half miles, is now in a fair way of earning for its stockholders some return for the money invested. This road has been unfortunate. Originally laid without proper ballasting of road-bed, the very first passenger train passing over it collided with another section, and making a bad wreck, injuring however, but one or two people. It continued to be operated with varying fortunes for a year or so, and then went into the hands of trustees. The road was then ballasted, additional and better rolling-stock placed upon the line, and by the summer of 1880 it had become the favorite for cheap excursions of societies, etc., from Philadelphia, and comparatively few accidents occurred, and those of a trifling character.—PLEASANTVILLE AND OCEAN CITY RAILROAD, from Pleasantville to Somers' Point, seven and one quarter miles, is a branch operated by the Narrow Gauge, and affords communication by boat with Ocean City, founded a year or two back by those of the Methodist faith, and already a popular resort. Wm. H. Getzmer, G. B. Linderman, Trustees; Elias Clark, Sup't; Frank S. Urie, Cashier; General Office, Camden.—SUSSEX RAILROAD extends from Waterloo, via Franklin, to McAfee Valley, near Vernon, with a branch from near Lafayette to Branchville, a distance of about 35 miles in all.—TUCKERTOWN RAILROAD.—Extending from Whiting's to Tuckertown, 29 miles, has also a spur from Tuckertown to Edge Cove, two miles.—WARWICK VALLEY RAILROAD extends from McAfee to N. Y. State line, a distance of 6.85 miles.—WILLIAMSTOWN RAILROAD, from Atco to Williamstown, nine and a half miles.



Always On Time.



# CITIES, TOWNS AND POST-OFFICES OF NEW JERSEY.

BEING A COMPLETE GAZETTEER OF THE STATE, WITH THE CENSUS REPORT AND STATISTICS FOR  
1880, AND THE LATEST INFORMATION FOR SHIPPING, EXPRESSING, MAILING, AND  
ALL OTHER BUSINESS PURPOSES, ALPHABETICALLY ARRANGED.

**Absecon**, or **Absecom** (Atlantic co.), a post village of 507 inhabitants, on the Camden and Atlantic Railroad; it is the centre of a large oyster trade, the oysters of Absecom and contiguous bays being very fine and in great demand in the markets of Philadelphia and elsewhere.

**Ackerson Switch** (Sussex co.), mail Monroe.

**Acton** (Salem co.), a station of the Salem branch of the West Jersey Railroad.

**Adams** (Middlesex co.), a hamlet n.e. of Deans.

**Adamsville** (Somerset co.), mail Finderne.

**Afton** (Morris co.).

**Albertson's Iron Mills** (Camden co.), a hamlet and iron works near Winslow.

**Albion** (Camden co.), mail Berlin.

**Alexanders** (Monmouth co.), a hamlet near Lower Squankum.

**Alexandria** (Hunterdon co.), mail Frenchtown.

**Allaire** (Monmouth co.), a post hamlet on the Manasquan River and on an extension to Manasquan of the Freehold and Jamesburg Railroad.

**Allamuchy**, or **Allamuchee** (Warren co.), a mining and post village of 350 inhabitants.

**Allenborough** (Gloucester co.), mail Jefferson.

**Allendale** (Bergen co.), a post village on the Erie Railroad, having a woolen mill and a population of 150.

**Allentown** (Monmouth co.), a thriving post village, with a population of 1400 and two grist mills.

**Allen Mines** (Morris co.), mail Dover.

**Allenwood** (Monmouth co.), a post hamlet on the Manasquan extension of the Freehold and Jamesburg Railroad and on the Manasquan River,  $2\frac{1}{2}$  miles by rail and 4 miles by water from Manasquan.

**Allen's Ferry** (Warren co.), mail Delaware Station.

**Allerton** (Hunterdon co.), mail Annandale.

**Allerton's** (Bergen co.), the station name of Granton.

**Allerville** (Hunterdon co.), a hamlet on a branch of the Lehigh Valley Railroad, near Sidney.

**Alloway Station** (Salem co.), on the Salem branch of the West Jersey Railroad.

**Allowaytown** (Salem co.), a thriving post village 1 mile s. of Alloway Station and at the head of navigation on the Alloways Creek; it has a large canning establishment, mills, etc., and a population of 802.

**Almonesson** (Gloucester co.), a post hamlet on the Cooper's Creek, 3 miles e. of Woodbury, where there is a mill. Population, 300.

**Alpine** (Bergen co.), a post village at the Palisades. Population, 125.

**Amboy Junction** (Union co.), mail Rahway.

**Amey's Mount** (Burlington co.), mail Juliustown.

**Amestown** (Burlington co.), mail Ellisdale.

**Amptonville** (Essex co.), mail Irvington.



ON THE BEACH—LONG BRANCH.

**Amsterdam** (Hunterdon co.), a hamlet at the foot of the Musconetcong Mountain and on the Belvidere Delaware Railroad.

**Ancora** (Camden co.), a flourishing post village on the Camden and Atlantic, near the junction of the New Jersey Southern Railroad; here are considerable manufactures of phrenological busts and pearl buttons, and an industrial school. Population, 200.

**Anderson**, or **Andersontown** (Warren co.), a post hamlet 1 mile from Port Murray and on the Musconetcong River, which here supplies power for a large grist mill. Population, 150.

**Andover** (Sussex and Warren cos.), a post village on the Sussex Railroad, a branch of the Morris and Essex, and in a township of the same name, which contains iron mines and limestone quarries, with a population of 1200, the village containing 425. There

is a small hamlet of this name about 5 miles s.e. of the above, on the southern boundary of this county, and another near the southern end of Warren co., on the Belvidere Delaware Railroad.

**Andrews** (Camden co.), a hamlet on the Williams-town branch of the Camden and Atlantic Railroad.

**Annandale** (Hunterdon co.), a post village on the Central Railroad of New Jersey, having a sash and blind factory, and a population of 500.

**Anthony** (Hunterdon co.), a post village near the n.w. corner of the county. Population, 98.

**Anthonytown** (Hunterdon co.), mail Port Murray.

**Apgar's Corner** (Hunterdon co.), mail Lebanon.

**Applegate Corners** (Cumberland co.), mail Cohansey.

**Aqueduct Mills** (Mercer co.), mail Princeton.

**Archertown** (Ocean co.), a post hamlet near New Egypt.

**Arcola** (Bergen co.), a post hamlet 3 miles e.n.e. of Paterson, having a woolen mill.

**Aries Mills** (Salem co.), mail Daretown.

**Arlington** (Hudson co.), a post hamlet on the Montclair and Greenwood Lake Railroad, 2 miles w. of Woodside. Population, 395.

**Arlington Avenue** (Essex co.), mail East Orange.

**Arney's Mountain** (Burlington co.), a hamlet near Juliustown.

**Arneytown** (Burlington co.), a hamlet near Jacobstown and on the boundary of Monmouth co.

**Asbury** (Warren co.), a post village 2 miles n.w. of Asbury Station of the Central Railroad of New Jersey and on the Musconetcong River, which here supplies power for woolen and other mills; it has a population of 700.

**Asbury Park** (Monmouth co.), a post village and summer resort on the beach and on the Central Railroad of New Jersey, separated from Ocean Grove by a lake about 300 feet across; it has a money-order postoffice. The tract of land upon which it is located was purchased in 1870 by Mr. James Bradley, with the intention of establishing a new sea-side resort. The enterprise has proved itself to be a successful one. By the generous expenditure of money and time in carrying out the designs of its founder, Asbury Park stands to-day among the foremost of New Jersey's sea-side resorts. It has one public and two private schools, eight churches, twenty hotels, two public halls, newspapers, and many manufacturing establishments. Population, 1700.

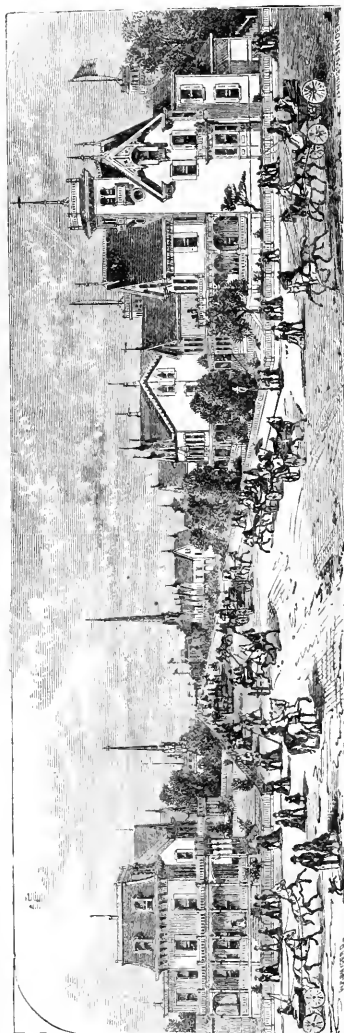
**Asbury Station** (Gloucester and Hunterdon cos.), two stations, one of the Swedesborough branch of the West Jersey Railroad, 3 miles n.e. of Swedesborough; the other of the Central Railroad of New Jersey, 5 miles s.w. of Junction; there is quite a hamlet at the latter.

**Asbury Station** (Gloucester co.), mail Reparepo.

**Asbury Station** (Hunterdon co.), mail Asbury.

**Ashford** (Essex co.), mail South Orange.

**Ashland** (Camden co.), a hamlet on the Camden and Atlantic Railroad, 2½ miles s.e. of Haddonfield.



PACIFIC AVENUE, ATLANTIC CITY, DURING THE SUMMER SEASON.

**Ashland** (Essex co.), mail East Orange.

**Ashley Place** (Mercer co.), mail Trenton.

**Ashley** (Essex co.), mail Orange.

**Ash Swamp** (Middlesex co.), mail Rahway.

**Asylum** (Mercer co.), a hamlet on the Belvidere Delaware, near the intersection of the Delaware and Bound Brook Railroad, which owes its name to the State Lunatic Asylum located here.

**Atco** (Camden co.), a post village at the junction of the Camden and Atlantic, New Jersey and Williamstown Railroads, the centre of manufacturing and fruit and berry-growing region; there are numerous extensive cranberry bogs in its immediate vicinity, and a glass factory and comb factory in the village. Population, 310.

**Atco Station** (Camden co.), mail Atco.

**Aten's Foundry** (Warren co.), mail Hope.

**Atlantic City** (Atlantic co.), a city and one of the leading summer resorts of the New Jersey coast; it is situated on an island called Absecon Beach; has an excellent sandy beach for bathing, is well provided with hotels, boarding-houses and cottages, and is very easy of access, being the terminus of three first-class well-equipped railroads—the Camden and Atlantic, the Philadelphia and Atlantic City (narrow gauge), and the West Jersey and Atlantic City Railroads; the city is well drained, well lighted and has an ample supply of good water for drinking and culinary purposes. The citizens, railroad managers and others interested in the development of this city as a watering-place, have shown a remarkable degree of foresight, judgment and enterprise, and it is second to none on the continent, either in inducements or in success. Besides having a great number of stores, embracing all lines of merchandise that meet any demand, the city has a large trade in fish, especially oysters and clams, which are obtained in great profusion in the inlets, bays, etc. The resident population in 1870 was only 1043, but has increased very rapidly within the last five years, and beyond all precedent within the last two years, so that it is now 5477, which is augmented largely during the summer season. It stands pre-eminent as a resort for excursionists, having had as many as 10,000 people visit the city in a single day. Ample accommodation and every convenience for the comfort and enjoyment of its guests are afforded. The proverbial dryness of the atmosphere of this section of the State, and its balmy sea air, have given the place a reputation to some extent of rivaling Florida as a resort for invalids. The Absecon lighthouse stands within the city limits, and is 167 feet above the level of the sea; the lenses are of the first order, with stationary light visible at a distance of 19 miles.

**Atlanticville** (Monmouth co.), a post village on the New Jersey Southern Railroad, 2½ miles n. of Long Branch. Population, 78.

**Atsion Junction** (Burlington co.), mail Atsion.

**Atsion** (Burlington co.), a post village on the Atsion River and at the junction of Atco branch with the

main line of the New Jersey Southern Railroad; it has a cotton mill, and a considerable portion of the fruit and oysters and of the manufactures of this region are shipped at Atsion for New York. It has a population of about 300.

**Auburn, or Seultown** (Salem co.), a post village on the Old Man's Creek, about 5 miles e.s.e. of Pennsgrove; it has a population of upwards of 203, and is the centre of a fertile region where much garden truck is raised for the Philadelphia market.

**Augusta** (Sussex co.), a post village on the Branchville branch of the Sussex Railroad, near its north-western terminus; here are a cotton mill, a tannery, etc. Population, 248.

**Austin** (Salem co.), a post hamlet 2 miles n. of Shiloh, and e.n.e. of Jericho.

**Avondale** (Essex co.), a post village on a branch of the Erie Railroad, 3½ miles n. of Newark; here is a valuable stone quarry. Population, 200.

**Avenue Station** (Middlesex co.), mail Woodbridge.

**Ayerstown** (Burlington co.), mail Mount Holly.

**Bank's Mills** (Somerset co.), mail Martinsville.

**Babon's Bridge** (Hunterdon co.), mail Rowland Mills.

**Bachville** (Morris co.), mail Morristown.

**Bacon's Neck** (Cumberland co.), a hamlet on the New Jersey Southern Railroad, 1½ miles n.e. of Bay Side.

**Baileytown** (Cumberland co.), mail Mauricetown.

**Baker's Basin** (Mercer co.), a hamlet on the Karitan Canal, near Trenton.

**Baker's Mills** (Morris co.), mail Dover.

**Baker's Mine** (Morris co.), mail Dover.

**Bakersville** (Atlantic and Ocean cos.), two hamlets, one on the shore of the mainland near Absecon Beach, the other near Manchester, the latter also called Yanketown. Population, 300.

**Balesville** (Sussex co.), mail Pleasant Valley.

**Ballinger's Mills** (Salem co.), mail Daretown.

**Batesville** (Camden co.), a hamlet on the Paulinskill, opposite Pleasant Valley.

**Bamber** (Ocean co.), a hamlet on the Tuckerton branch of the New Jersey Southern Railroad and on the Cedar Creek, which supplies power here for a saw mill; it is the centre of a prolific cranberry district.

**Bang Bridge** (Warren co.), a hamlet of the Jenny Jump mining region, near Allamuchy.

**Baptistown, or Baptisttown** (Hunterdon co.), a post village near Frenchtown, the centre of a rich farming district, with a good local business, and a population of 250.

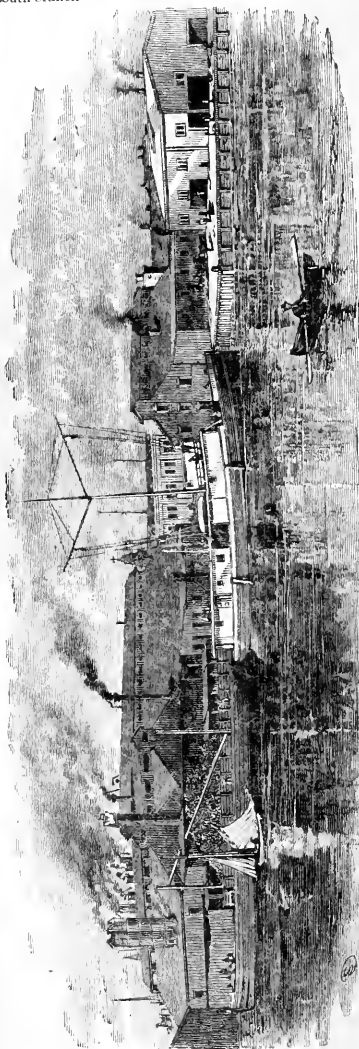
**Barber's Station** (Burlington co.), mail New Gretna.

**Barber's** (Hunterdon co.), a hamlet on the Flemington and Lambertville branch of the Lehigh Valley Railroad.

**Barbortown** (Hunterdon co.), a hamlet near Baptistown.

**Bargaintown** (Atlantic co.), a post village on the Cedar Swamp Creek, 5 miles s.w. of Absecon, having a saw mill, other mills, etc. Population, 150.

**Barley Sheaf** (Hunterdon co.), a hamlet on the south branch of the Raritan River, near Rowland Mills.



VIEW ON THE PASSAIC RIVER AT NEWARK.

**Barnard** (Atlantic co.), mail Hammonton.

**Barnegat** (Ocean co.), a post village of 1000 inhabitants, on the Tuckerton branch of the New Jersey Southern Railroad; it is about a mile from the extensive Barnegat Bay, where clams and oysters abound; cranberries are raised in great quantities in its vicinity, and it has considerable manufactures and numerous stores with a good business. The name Barnegat is of Dutch origin, being a corruption of the name Barendegat, signifying Breakers' Inlet—the inlet being noted for the dangerous nature of its breakers. On the south side of this inlet stands the famous Barnegat lighthouse, the light of which is the principal guide to mariners approaching New York harbor. It rests upon a brick tower, 150 feet in height from base to focal plane. The lenses are large and of the first order, emitting a flash-light at intervals of ten seconds. It has a population of 1108, with excellent schools, churches, hotels, and a number of cottages. About 2 miles to the n.e. is a thriving hamlet called Barnegat Junction, where the Waretown and Tuckerton branches of the New Jersey Southern meet.

**Barnsborough, or Barnesborough** (Gloucester co.), a post village on the West Jersey Railroad, both the Cape May and Atlantic City routes, in a district remarkable for superior truck and dairy farming, fruit culture and manufactures. Population, 240.

**Barreutown** (Monmouth co.), a hamlet on the Freehold and Keyport Railroad, 3 miles n.e. of Freehold.

**Bartley** (Morris co.), mail Chester.

**Bartleyville** (Morris co.), a post hamlet on the Central Railroad of New Jersey, in the iron district, and having iron works. Population, 50.

**Basking Ridge** (Somerset co.), a thriving post village on the Barnardsville branch of the New Jersey West Line Railroad; with a population of nearly 600, an extensive condensed milk manufactory, etc.; it is in a fine farming region, and much butter, garden produce, etc., is shipped here for New York.

**Bass River** (Burlington co.), is a hamlet on Bass River.

**Bates Mill** (Atlantic co.), mail Waterford Works.

**Batestown** (Morris co.), mail Schooley's Mountain.

**Baties Works** (Morris co.), mail Boonton.

**Batsto** (Burlington co.), a hamlet on Batsto River, which here supplies power for a saw mill.

**Battentown** (Gloucester co.), a hamlet near Swedesborough.

**Battle Ground** (Monmouth co.), a hamlet on the Freehold and Jamesburg Railroad, 2 miles w.n.w. of Freehold; it occupies the site of the battle of Monmouth Court House in the revolution.

**Bayonne** (Hudson co.), a city of 9372 inhabitants, at the southern end of the county, essentially a part of Jersey City, though its citizens declined, by a vote in October, 1869, to have it consolidated with its large neighbor; the city embraces the former villages of Bergen Point, Bayonne, Centerville, and Salterville or Pamrapo, at each of which the Central Railroad of New Jersey still maintains a station; it is separated on the north from Jersey City by the Morris Canal, on the south from Staten Island by the Kill von Kull, and is washed on its two sides by the New York and Newark Bays. Bayonne has extensive manufactures, comprising petroleum refineries, chemical paint works, etc., and on the Kill von Kull are the Port Johnson coal docks, where thousands of tons of coal are annually received and shipped, employing hundreds of laborers.

**Bay Side** (Cumberland co.), the southwestern terminus of the New Jersey Southern Railroad, on the Delaware River, near its expansion into the bay; there is a shal fishery here, employing many hands, with about fifty boats; and, though itself a small place, Bay Side is the depot for a large water and rail traffic.

**Bay Side View** (Cumberland co.), the southern terminus of the Bridgeton and Port Norris Railroad, on the Maurice River, very near the Cove, and about 2 miles from Port Norris; it is the headquarters of the Maurice River Cove fisheries, the deservedly famous and popular oysters from which are sent hence to Port Norris for packing and shipment, by water and rail, to Philadelphia and New York.

**Bay View** (Monmouth co.), mail Navesink.

**Bayville Station** (Ocean co.), mail Bayville.

**Bayville** (Ocean co.), a post hamlet on Barnegat Bay, 1 mile e. of Bayville station of the Waretown branch of the New Jersey Southern Railroad; it is one of the depots of considerable fisheries operating in the bay, inlet and creeks (see Toms River). Population, 30.

**Bayway** (Union co.), a hamlet on the Long Branch branch of the Central Railroad of New Jersey; also called East Railway.

**Beach Glen** (Morris co.), a mining hamlet of the Rockaway and Hibernia iron region, on the Hibernia Mines branch of the Morris and Essex Railroad,  $1\frac{1}{2}$  miles s. of Hibernia.

**Beach Haven** (Ocean co.), a post village and summer resort on the island of Long Beach, near the village of Long Beach, reached by steamer from Edge Cove; it is a favorite resort of those who enjoy fishing and boating as well as bathing, and it has a large hotel capable of accommodating 300 guests, and other accommodations for visitors. Population, 75.

**Beach View** (Ocean co.), a hamlet on the Tucker-ton branch of the New Jersey Southern Railroad.

**Beadensville** (Somerset co.), mail Rocky Hill.

**Bear Hole** (Burlington co.), mail Woodmansie.

**Bear Valley** (Mercer co.), a hamlet near Titusville.

**Beattiestown, or Beattiestown** (Warren co.), a post village of 250 inhabitants, on the Musconetcong River, which here supplies power for a grist mill; it is less than 2 miles from Rockport, and has a good hotel.

**Beaver Brook** (Warren co.), mail Hope.

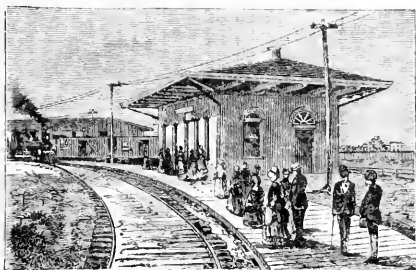
**Beaver Dams** (Burlington co.), mail Woodmansie.

**Beaver Mills** (Passaic co.), mail Paterson.

**Beaver Run** (Sussex co.), a post village near Hamburg, having manufactories of ploughs and other farm implemenets. Population, 50.

**Beaver Wick** (Morris co.), mail Parsippany.

**Beavertown** (Morris co.), a hamlet on the Delaware, Lackawanna and Western Railroad.



RAILWAY STATION, ROUND BROOK LINE.

**Bedminster** (Somerset co.), a post hamlet on the north branch of the Raritan River; it is often colloquially designated Lesser Cross Roads. Population, 102.

**Beebe Run** (Cumberland co.), mail Bridgeton.

**Beemerville** (Sussex co.), a post village of 262 inhabitants, near the eastern base of the Kittatinny Mountains, and 4 miles w. of Deckertown.

**Beesley's Point** (Cape May co.), a post village of 232 inhabitants, on the coast at Great Egg Harbor, below where it receives the Tuckahoe and Great Egg Harbor Rivers; it has a good hotel, and is one of the headquarters of extensive fisheries.

**Beetown** (Gloucester co.), mail Salina.

**Begota** (Bergen co.), mail Hackensack.

**Bell Grove** (Hudson co.), mail Newark.

**Belle Plain Station** (Cape May co.), mail East Creek.

**Belle Plain** (Cumberland co.), a post village on the West Jersey Railroad, having considerable manufactures, a good local trade and a population of 200.

**Belle View** (Gloucester co.), mail Newfield.

**Bellevue** (Monmouth co.), mail Sea Bright.

**Bellevue** (Cumberland co.), mail Fairton.

**Belleville** (Essex co.), a post village of 3000 inhabitants, on the Passaic River and on the Erie

Railroad, 3 miles n. of Newark and 6 miles n.w. of Jersey City, which has its water works here; it has extensive manufactures, including brass and copper wire, hats, cotton goods, etc.; there is a large copper rolling-mill here.

**Belmont Farm** (Essex co.), mail Belleville.

**Belvidere** (Warren co.), a city with a population of 1773, the capital of the county, on the Delaware River, at the mouth of the Pequest, the northern terminus of the Belvidere Delaware Railroad, and connected by rail with the Delaware, Lackawanna and Western Railroad at Manunka Chunk; there are four hotels, and two newspapers are published here; a bridge spans the Delaware; the country in this vicinity contains iron ore, limestone, slate and magnesia, but the iron has not hitherto been worked; the Pequest River affords power for numerous manufactures, among which are a cotton and several other mills, and there are two carriage and wagon factories.

**Bennett** (Cape May co.), a hamlet on the West Jersey Railroad, near Cape May city.

**Bennett's Mills** (Ocean co.), a hamlet on the Meredeconk River, which here supplies power for a lumber and grist mill; it is in a superior farming region, and numerous mills are run in the vicinity by the Meredeconk and Toms Rivers. Population, 475.

**Bergen Fields** (Bergen co.), a hamlet on the Jersey City and Albany branch of the New Jersey Midland Railroad.

**Bergen Heights** (Hudson co.), mail Jersey City.

**Bergen Hill** (Hudson co.), mail Jersey City.

**Bergen Iron Works** (Ocean co.), the former name of Bricksburg.

**Bergen Mills** (Monmouth co.), a hamlet adjacent to and really a part of Manalapan village.

**Bergen Point** (Hudson co.), formerly a post village, now a part of Bayonne. Population, 5000.

**Bergen Siding**, or **Bergen Junction** (Hudson co.), a hamlet at the Junction of the Delaware, Lackawanna and Western and the Erie Railroads, near Hoboken.

**Bergen Square** (Hudson co.), mail Jersey City.

**Bergen** (Hudson co.) a former post village, since 1870 a part of Jersey City, but retaining its postoffice.

**Berkeley Heights** (Union co.), a hamlet on the New Jersey West Line Railroad.

**Berkley** (Gloucester co.), a village on the Swedesborough branch of the West Jersey Railroad. Population, 104.

**Berkley** (Ocean co.), mail Toms River.

**Berkshire Valley** (Morris co.), a hamlet of the Hibernia and Mount Hope mining district, near Mount Hope. Population, 301.

**Berlin** (Camden co.), a post village, long known as Longacome, on the Camden and Atlantic Railroad; it has a population of upwards of 600, considerable manufactures, including wagon shops, glass works, etc., and a large interest in shipping truck and dairy products to the Philadelphia markets.

**Bermington** (Mercer co.), mail Greensburgh.

**Bernard Township** (Essex co.), mail Summit.

**Bernardsville** (Mercer and Somerset cos.), a hamlet and a post village, the former on the Delaware River and the Belvidere Delaware Railroad, near Titusville, and the latter the n.w. terminus of the Bernardsville branch of the New Jersey West Line Railroad; the latter has a flour mill. Population, 300.

**Berryland** (Gloucester co.), mail Cedar Lake.

**Bertrand's Island** (Morris co.), mail Drakesville.

**Bethany** (Monmouth co.), a hamlet at Holmdel or Turkey Station.

**Bethany** (Burlington co.), mail Bridgeborough.

**Bethel** (Camden co.), mail Merchantville.

**Bethel** (Gloucester co.), mail Hurffville.

**Bethel** (Monmouth co.), mail Turkey.

**Bethel** (Union co.), mail Plainfield.

**Bethlehem** (Hunterdon co.), a post village on the Lehigh Valley Railroad and 2 miles from the intersection of the Central Railroad of New Jersey.

**Bevas** (Sussex co.), a post village on the Delaware River, with the Wallpack Creek flowing along its eastern side; it has a large local trade, manufactures, fisheries, and good hotel, and is a popular resort of summer tourists and sportsmen.

**Beverly** (Burlington co.), a post village on the Delaware River and on the Camden and Amboy branch of the United Railroads of New Jersey, leased by the Pennsylvania Railroad, having daily communication by both steamboat and railroad with all points on the river, from Philadelphia and Camden up to Trenton, and many business men of Philadelphia reside here; it has important manufactures, including woolen goods, oil cloths, ropes, etc., and a population of 1759.

**Big Marmington Hill** (Salem co.), mail Yorktown.

**Billingsport** (Gloucester co.), mail Paulsborough.

**Birmingham** (Burlington and Mercer cos.), a post village and a hamlet, the one on the Camden and Burlington County branch of the United Railroads of New Jersey, leased by the Pennsylvania, and 2 miles from the junction of the New Jersey Southern Railroad, and the other on the Delaware and Bound Brook division of the Philadelphia and New York New Line, leased by the Reading, 2 miles from Trenton Junction; the former has considerable manufactures, including a machine shop, foundry, grist mill, etc. Population, 300.

**Black Neck** (Cumberland co.), mail Fairton.

**Black Oak Ridge** (Passaic co.), mail Pequannac.

**Black Point** (Monmouth co.), mail Oceanic.

**Black Rose Vineyard** (Atlantic co.), mail Egg Harbor City.

**Black's Mills** (Monmouth co.), a post hamlet on the Manalapan River, which here supplies power for a lumber and grist mill; it is 2 miles s.e. of Manalapan village. Population, 225.

**Blackwell's Mills** (Somerset co.), a post hamlet on the Millstone River, which here affords power for a grist and a saw mill; it is less than a mile w. of Runyont, on the Raritan Canal. Population, 150.

**Blackwoodtown** (Camden co.), a post village of 500 inhabitants, on the Big Timber Creek,  $3\frac{1}{2}$  miles s.w. of Kirkwood and 5 miles e. of Wenonah; its manufactures include a foundry, grist mill, etc., and here the county has an almshouse and an asylum for the insane; a stage makes daily trips to and from Camden.

tion is in the northwest corner of Newark, at the junction of the Morris and Essex division with the above-named branch of the Delaware, Lackawanna and Western.

**Bloomingdale** (Passaic and Morris cos.), a post village, the main portion of which is in Passaic co., on the n.e. bank of the Pequannock Creek, but extending across into Morris co., on the s.w. bank, where is the station on the New Jersey Midland Railroad; it has extensive manufactures of rubber goods, paper, etc., and a grist mill, the creek affording ample



EGG HARBOR VINEYARD AND RESIDENCE OF JULIUS HINCKE, ESQ.

**Blade Hall** (Middlesex co.), mail Jamesburgh.

**Blair Hall** (Warren co.), mail Blairstown.

**Blairstown** (Warren co.), a post village of 600 inhabitants, on the Paulinskill, and the northeastern terminus of the Blairstown branch of the Delaware, Lackawanna and Western Railroad; having a sash and blind and a carriage factory, a saw mill, etc.

**Blansinburg** (Monmouth co.), a hamlet near Sea Girt.

**Blawenburg** (Somerset co.), a post hamlet on a branch of the Philadelphia and New York division of the Pennsylvania Railroad, about 4 miles n.e. of Hopewell. Population, 100.

**Bloodgood's Mills** (Union co.), mail Cranford.

**Bloodfield Junction** (Essex co.), mail Bloomfield.

**Bloomfield** (Essex co.), a large post village with a population of 5648, on the Newark and Denville branch of the Delaware, Lackawanna and Western Railroad and on the Morris Canal, near Montclair, and 5 miles n. of Newark; it has a savings bank and extensive manufactures, including church and parlor organs, woolen goods, etc. Bloomfield Junction

water power for still further extension of the manufactures. Population, 2000.

**Bloomington** (Somerset co.), mail Bound Brook.

**Bloomshury** (Hunterdon co.), a post village of nearly 650 inhabitants, on the Central Railroad of New Jersey at the intersection of the Lehigh Valley, and on the Musconetcong River; it is an important village, having a large local and inland trade and extensive manufactures, which sustain a national bank; the manufactures comprise iron works, grist mills, etc., and the trade includes the products of a fertile agricultural district, the ores, slate and stone of the many mines and quarries of northwestern New Jersey, and the manufactures of the foundries, factories and mills which abound in this section.

**Blue Anchor** (Camden co.), a hamlet near Winslow and Ancora.

**Blue Ball** (Monmouth co.), a hamlet near Turkey.

**Boardville** (Passaic co.), a hamlet near, if not identical with Erskine.

**Boiling Spring** (Bergen co.), a hamlet near Woodridge.

**Boilsville** (Sussex co.), mail Newton.

**Bombay Hook Landing** (Cumberland co.), a hamlet near the mouth of the Cohaukey Creek, and nearly opposite Bombay Hook, Delaware; here is a fishery.

**Bone Hill** (Ocean co.), mail Manchester.

**Bonhamton** (Middlesex co.), a hamlet near Stelton.

**Bonnville** (Warren co.), mail Hainesville.

**Bensville** (Hudson co.), mail West Hoboken.

**Boolis Island** (Hudson co.), mail Raven Rock.

**Boonton** (Morris co.), a large post village with a population of 2685, on the Rockaway River, the Morris Canal and the Newark and Denville branch of the Delaware, Lackawanna and Western Railroad, its manufactures are various and valuable, including a large rolling mill, an iron furnace, two cut and wrought nail works, a silk hat manufactory, grist mills, etc., and it has a large local trade, being the main depot for the supply of groceries, dry goods, etc., to the mining and manufacturing district of the northern portion of Morris co. and much of Sussex.

**Borden's Hill** (Salem co.), a hamlet near Quinton.

**Bordentown** (Burlington co.), a post borough on the Delaware River and on the Camden and Amboy Railroad, having daily steamboat and railroad communication with all points on the Delaware, from Philadelphia and Camden to Trenton; it has extensive foundries, machine shops, and other manufactures, and a considerable local and inland trade, which sustain a national bank and a weekly newspaper; its population is 5334.

**Borderville** (Passaic co.), mail Pompton.

**Bound Brook** (Somerset co.), a post village on the Raritan River, at the mouth of Green Brook, and on the Central Railroad of New Jersey, the Lehigh Valley and the Delaware and Bound Brook division of the Philadelphia and New York New Line, 32 miles from New York. The village contains a population of 1250, four churches, hotel, newspaper, stores and other business interests. Excellent fish abound in the Raritan River.

**Bowentown** (Cumberland co.), a hamlet on the New Jersey Southern Railroad, 3 miles s.w. of Bridge-ton. Population, 25.

**Bowen's Corner** (Cumberland co.), mail Shiloh.

**Bowerville** (Morris co.), a hamlet near Boonton.

**Boxitons** (Morris co.), a hamlet on the Raritan River, near Mendham.

**Boyd Place** (Ocean co.), mail Whiting.

**Boyd's Tavern** (Ocean co.), a former name of Platte Place.

**Boyersville** (Warren co.), mail Washington.

**Boynton Beach** (Middlesex co.), mail Woodbridge.

**Bozarthtown** (Burlington co.), mail Budd Town.

**Braddock** (Camden co.), mail Winslow.

**Braddock's Mills** (Atlantic co.), mail Hammon-ton.

**Bradway** (Cumberland co.), a hamlet on the New Jersey Southern Railroad, about 5 miles w. of Vineland.

**Brainard's** (Warren co.), a hamlet on the Belvidere Delaware Railroad, 4 miles below Roxbury.

**Branch Mill** (Union co.), the local name of a part of Westfield.

**Branch Shore** (Monmouth co.), mail East Long Branch.

**Branchburgh** (Monmouth co.), mail Long Branch.

**Branchburgh** (Somerset co.), mail Somerville.

**Branchport** (Monmouth co.), a hamlet at the southernmost point of Shrewsbury Inlet, and at the intersection of the Central Railroad of New Jersey and the New Jersey Southern, 1 mile w. of Long Branch; it has a large oyster trade, very fine oysters being abundant in the inlet. It is sometimes called Branch Shore.

**Branchville Junction** (Sussex co.), mail Branchville.

**Branchville** (Sussex and Union cos.), an important post village and a small hamlet. The former is the northwestern terminus of a branch of the Sussex County Railroad, and is on the Paulinskill, which here affords power for three large mills; it has three hotels, and is a popular resort of tourists in the Kittatinny Mountains, being the nearest railroad station to Culver's Gap and Culver's Pond. Branchville Junction is 8 miles s.e., at the junction of the branch with the main line. The hamlet of this name is 2 miles n. of Westfield, on a branch of the Rahway River, which here supplies power for two mills. Population, 600.

**Brant's Paper Mills** (Morris co.), mail Morris Plains.

**Brass Castle** (Warren co.), a hamlet on the Morris Canal, 2 miles n.w. of Washington; there are a brick-yard and a mill here.

**Breakfast Point** (Burlington co.), mail New Gretna.

**Breezedale Farm** (Somerset co.), mail North Branch.

**Brick Church** (Essex co.), mail Orange.

**Brick Church** (Sussex co.), a hamlet near Whitehall.

**Brick House** (Sussex co.), mail Montague.

**Brick Yards** (Ocean co.), mail Whiting.

**Bricksborough** (Cumberland co.), a hamlet on the Maurice River, contiguous to Port Elizabeth; it takes its name from numerous extensive brickyards.

**Briksburg** (Ocean co.), a large post village of 1000 inhabitants, on the northern border of the county, on the New Jersey Southern Railroad and on the Meredekonk River, which here affords power for considerable manufactures, including iron works, etc.; it has also a good oyster trade, and a newspaper is published in the village. Population, 1200.

**Briktown** (Union co.), mail Rahway.

**Brickville** (Cumberland co.), mail Bridgeton.

**Bridgeborough** (Burlington co.), a post village on the Rawcocos Creek, near Riverside. Population, 500.

**Bridgepoint** (Somerset co.), a hamlet near Harlingen.



**Bridgeport** (Gloucester and Monmouth cos.), a post village and a hamlet, the former on the Delaware Shore Railroad, with a population of 450, a good local trade; it is in a superior farming district, where truck and dairy products are raised on a large scale for the Philadelphia market, much of which is shipped at this station. The hamlet is on the Navesink River, opposite Red Bank, and on the Central Railroad of New Jersey.

**Bridgeport** (Burlington co.), mail Wading River.

**Bridgeton** (Cumberland co.), the capital of the county, is a city of 8720 inhabitants, and a port of entry, at the head of navigation, on both sides of the Cohansey River; it has complete railroad facilities, being on the New Jersey Southern Railroad, the southern terminus of a branch of the West Jersey and the northwest terminus of the Bridgeton and Port Norris Railroad; its manufactures are extensive and varied, comprising a large rolling mill, foundry, large nail works and glass works, and manufactories of woolen goods, machinery, leather, carriages, etc., and its trade is large and valuable, both by water and rail; it sustains a national bank, and one daily, three weekly and three monthly papers are published here; the city contains also three prosperous educational institutions—the South Jersey Institute, West Jersey Academy, and Ivy Hall Seminary, besides a well-conducted system of schools.

**Bridgeville** (Warren co.), a post village on the Delaware, Lackawanna and Western Railroad,  $2\frac{1}{2}$  miles s.e. of Manunka Chunk, and on the Pequest River, which here supplies power for a large grist mill. Population, 175.

**Bridgewater** (Somerset co.), mail Somerville.

**Brigantine Beach** (Atlantic co.), a village and summer resort on an island of the same name, n.e. of Atlantic City; it has two hotels and a flourishing fishery, with extensive oyster beds. Mail Atlantic City.

**Brighton** (Sussex co.), a hamlet near Andover; has a cheese factory.

**Brill's, or Brill's Junction** (Hudson co.), a hamlet on the Newark and New York Railroad.

**Brindletown** (Ocean co.), a hamlet extending across the border of Burlington County, the portion within the latter being designated Hockamick; it has a lumber mill, and fine cranberries are grown in the vicinity.

**Broadway** (Sussex and Warren cos.), a hamlet and a post village, the one near Libertyville, the other on the Morris and Essex Railroad; the latter has a woolen mill. Broadway has a population of 300.



**Broadway Station** (Cumberland co.), mail Vineland.

**Brocksville** (Monmouth co.), mail Clarksburgh.

**Brontzmansville** (Warren co.), mail Calno.

**Brookdale** (Essex co.), a post village, 1 mile from Peru station of the Erie Railroad. Population, 500.

**Brooklyn Pond** (Morris co.), mail Dover.

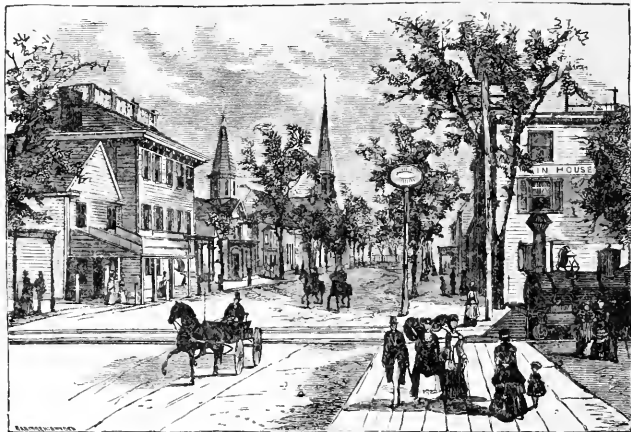
**Brooklyn** (Sussex co.), a hamlet on Hopatcong Lake.

**Brownville** (Camden co.), a hamlet near Kirkwood.

**Brownsville** (Middlesex co.), a hamlet midway between Herbertsville and Matawan.

**Buckshutem** (Cumberland co.), a hamlet on the Maurice River, 2½ miles n.w. of Port Elizabeth.

**Budd's Lake** (Morris co.), a post village and summer resort on a beautiful lake of the same name, 2 miles s. of Waterloo station; it has an excellent hotel and several boarding houses. Population, 100.



STREET VIEW AT ELIZABETH.

**Brookside** (Morris and Sussex cos.), a post village 4 miles w. of Morristown, and a hamlet near Andover; the former is on the Whippany River, which affords power for considerable manufactures, including a large woolen works, a grist mill, etc. Population, 1000.

**Brook Valley** (Morris co.), a post hamlet near Riverdale.

**Brookville** (Hunterdon co.), mail Stockton.

**Brotzmanville** (Warren co.), a post hamlet on the Delaware River above the Water Gap.

**Browerstown** (Passaic co.), mail Little Falls.

**Browning** (Warren co.), mail Columbia.

**Brown's Dock** (Monmouth co.), mail Navesink.

**Brown's Mills** (Burlington co.), a post village on the Rawocas Creek, 3 miles e.n.e. of Pemberton; the creek supplies power for a lumber mill, a grist mill, etc.; the village is a popular summer resort, and has a superior hotel and numerous boarding houses. Population, 200.

**Brown's Point** (Monmouth co.), is now a part of Keyport.

**Brown's**, or **Brown's Station** (Burlington and Middlesex cos.), two hamlets, the one on the Mount Holly and Medford Railroad, the other on a local road near South River.

**Buddtown** (Essex co.), mail Orange.

**Budd Town** (Burlington co.), a post hamlet on the south branch of the Rawocas Creek, near Vincenttown. Population, 98.

**Buena Vista** (Atlantic and Cumberland cos.), two hamlets, the one on the West Jersey and Atlantic City Railroad, 3 miles e.s.e. of Forest Grove, and 1 mile from Landisville, the other about the same distance from Bacon's Neck.

**Bull's Ferry** (Hudson co.), a village of 500 inhabitants, 4 miles n. of Hoboken.

**Bull's Ferry** (Bergen co.), mail Fairview.

**Bull's Island** (Hunterdon co.), the station name of Raven Rock.

**Bum Tavern** (Morris co.), mail Waughrightville.

**Bunker Hill** (Somerset co.), a hamlet midway between Nine Mile Run and Ten Mile Run.

**Burksville** (Ocean co.), a hamlet in the north-westernmost corner of the county, at the head of Toms River.

**Burlington** (Burlington co.), a city of 7237 inhabitants and a port of entry on the Delaware River, and on the Camden and Amboy Railroad, with a branch road to Mount Holly; several steamboats make daily trips from Philadelphia to Burlington and above.

Besides having a very large local and inland trade, Burlington is the shipping point of immense quantities of garden, orchard and dairy products from the rich farms of the county to the markets of Philadelphia; the manufactures of the city are not very extensive, but are steadily growing in amount and value; there is a prosperous national bank, and two newspapers are published here; Burlington College and St. Mary's Hall are flourishing institutions, the latter for girls. Burlington was one of the first points settled in West Jersey, the first considerable colony having arrived here in 1667; it was originally named New Beverly, but this was changed to Bridlington, and subsequently to Burlington. After the consolidation of the two provinces into the one province of New Jersey, Burlington was long one of the capitals, Amboy or Perth Amboy being the other. It is now recognized as one of the aristocratic cities of the State.

**Burn's Mill** (Burlington co.), mail Budd Town.

**Burnsville**, or **Burrsville** (Ocean co.), is now Meredeconk. Situated near the head of the bay-like expansion of Meredeconk River, about  $3\frac{1}{4}$  miles from the ocean. It has a population of 400, with a church and several excellent schools. The people are principally engaged in the occupation of fishing and farming.

**Burnsville** (Ocean co.), mail Silverton.

**Burnt Mills** (Somerset co.), mail Pluckenim.

**Burt's Creek** (Middlesex co.), mail Sayreville.

**Bushtown** (Salem co.), a hamlet near Yorketown.

**Bustleton** (Burlington co.), a hamlet midway between Stevens (on the Camden and Amboy Railroad main line) and Columbus (on the Kinkora and New Lisbon branch).

**Butler's Mills** (Passaic co.), mail Paterson.

**Butler's Place** (Burlington co.), a hamlet.

**Buttville** or **Butzville** (Warren co.), a post village on the Delaware, Lackawanna and Western Railroad, and on the Pequett River,  $2\frac{1}{4}$  miles s.w. of Bridgeville; the river supplies power for a grist mill. Population, 100.

**Buttville** (Essex co.), mail Belleville.

**Byram** (Sussex co.), mail Sparta.

**Cadfish Pond** (Warren co.), mail Calno.

**Calais** (Morris co.), a hamlet near Succasunny.

**Caldwell** (Essex co.), a post village on a branch of the Morris and Essex Railroad,  $3\frac{1}{4}$  miles w.n.w. of Montclair; the county prison is located here. A thrifty, flourishing place with numerous advantages. Population, 1400.

**Calico Neck** (Bergen co.), mail Edgewater.

**Califon** (Hunterdon co.), a post village on the High Bridge Branch of the Central Railroad of New Jersey, and on the south branch of the Raritan River, which affords power for two lumber and two grist mills. Population, 200, and increasing.

**California Mills** (Cape May co.), mail Petersburg.

**California** (Hunterdon co.), mail High Bridge.

**California** (Morris co.), mail German Valley.

**Calno** (Warren co.), a post hamlet on the Delaware River near Millbrook.

**Cambridge** (Burlington co.), mail Riverside.

**Camden** (Camden co.), a city, port of entry and the county seat, on the Delaware River, opposite Philadelphia, with which it is connected by five steam ferry lines, two of which landing at adjoining wharves at the foot of Market Street, Philadelphia, and within one square in Camden, each make ten minute intervening trips, thus making jointly communication at intervals of only five minutes; Camden has a very complete system of rail communication with all points in the State, being the rail terminus of the Camden and Amboy, the Camden and Burlington County, the West Jersey, the Camden and Atlantic, the Philadelphia and Atlantic City, the Camden, Gloucester and Mount Ephraim, and the many branch lines in all directions of several of the railroads named, besides having direct connection with the New Jersey Southern and the Central Railroad of New Jersey, and the roads intersecting. Though Camden has a very large and extensive local inland and coastwise trade, it is as a manufacturing city it takes most conspicuous rank, and it owes its steady and rapid growth within the last three decades to the immense establishments that have been formed and developed within the city limits during the period; the manufactures comprise seven iron foundries and mills (some of them among the largest, most extensive in the country), several large woolen and cotton mills, the largest steel pen manufactory and the only nickel refinery on this continent, and numerous extensive manufactories of fertilizers and chemicals, dyes, paints, oil cloths, shawls, sheet-metal goods, stoves and hollow-ware, machinery, etc.; there are several ship-yards, dry-docks and marine railways, one of the establishments being among the leading ship-building establishments of the country with unsurpassed facilities for iron vessels of the first class. The population of the city in 1850 was 9478; in 1860, 14,358; and in 1870, 20,045; while the census of 1880 shows a population of 41,714, a part of the great increase in the last ten years being due to the annexation of Newton township to the city, though the actual growth has been about 15,000.

**Camp Comfort** (Monmouth co.), mail Navesink.

**Camp Gaw** (Bergen co.), a hamlet about  $2\frac{1}{2}$  miles e. of Ramsey's (on the Erie Railroad), and 3 miles n. of Camp Gaw station (on the New Jersey Midland Railroad). The country surrounding is beautiful and flourishing.

**Campdown** (Essex co.), mail Irvington.

**Canadaville** (Sussex co.), mail Newton.

**Canistear** (Sussex co.), a hamlet of the Vernon mining district, at the head of the Pequannock River.

**Canton** (Mercer and Salem cos.), a hamlet and a post village, the former in East Windsor township, and the latter on the Stow Creek, which affords power for a mill; the village is also a supply depot for fisheries along the river shore. Population, 250.

**Cape May** (Cape May co.), a city and fashionable resort on an island near the southern extremity of the State; the beach here is peculiarly excellent, with a fine sandy surface and a gradual slope, which extends for the entire length of the city; it is the southern terminus of the West Jersey Railroad, and the Delaware Bay Railroad, with trains every half hour, connects with the steamboat landing at Cape May Point, where a steamboat arrives and departs daily from and to Philadelphia; there is ample hotel, boarding-house and cottage accommodation for guests, and there are hundreds of convenient bath-houses at eligible localities; two newspapers are published here, which are issued daily during "the season," and weekly at other times; the city is thoroughly drained, has plenty of pure water for drinking and culinary purposes and is lighted with gas; the streets are wide and well paved, and a broad board walk skirts the entire city along the beach, with a superb avenue along the inside of the walk; there are many stores well stocked with goods to meet the demands of citizens and visitors, which do a very profitable business, and the city has a large trade in fish, both scaly and shell, oysters and clams especially being both very abundant and very excellent. An extensive fire which laid a large part of the city in ashes in the month of November, 1878, has proved a real advantage in leading to the erection of the most substantial edifices, instead of the frame buildings that formerly characterized the city. The resident population was 1248 in 1870, and 1699 in 1880; the increase, being chiefly within the last three years, is going on at an accelerated rate, as the desirableness of the locality for permanent habitation is more and more appreciated. The summer population reaches 10,000 to 20,000.

**Cape May Court House** (Cape May co.), a post village of 500 inhabitants, the county-seat, is situated on the West Jersey Railroad, about midway between the ocean and the bay and 10 miles from the city. It has several churches and hotels.

**Cape May Point** (Cape May co.), a post borough at the southern extremity of the county and State, has a resident population of 198, rapidly growing since steam railway connection was established by the Delaware Bay Railroad with the city station of the West Jersey Railroad; there is a landing here to and from which a Philadelphia steamboat makes daily trips; several excellent hotels, numerous boarding houses, bath houses, etc., have of late made Cape May Point itself quite a favorite resort.

**Carlsburg** (Cumberland co.), a hamlet at the intersection of the West Jersey and New Jersey Southern Railroads, south of Bridgeton.

**Carlstadt** (Bergen co.), a post village on the New Jersey and New York Railroad, 2 miles n. of Erie Junction, and 5 miles s. of Hackensack; it has extensive manufactures, including hardware, watch cases, artificial flowers, sash and blinds, etc., and a population of 1500.

**Carmantown** (Atlantic co.), a hamlet near Egg Harbor City station.

**Carmantown** (Passaic co.), mail Bloomingdale.

**Carpenter's Landing** (Gloucester co.), a former name of Mantua. Population, 75.

**Carpentersville** (Warren co.), a post village on the Delaware River and on the Belvidere Delaware Railroad, 6 miles s. of Phillipsburg; it has saw and grist mills, and ten lime kilns. Population, 151.

**Carrier's Mill** (Atlantic co.), mail Cedar Lake.

**Carrieville** (Bergen co.), mail Norwood.

**Carrington** (Warren co.), a hamlet near Vienna.

**Carr's Tavern** (Monmouth co.), mail Clarksburgh.

**Carry** (Morris co.), mail Flanders.

**Carthage** (Morris co.), mail Newfoundland.

**Cary's** (Union co.), mail Plainfield.

**Caskey's** (Morris co.), mail Flanders.

**Cassidy's School House** (Sussex co.), mail Newton.

**Cassville** (Ocean co.), a post village on the Toms River, near its head, with two mills. Population, 151.

**Cass's Tavern** (Sussex co.), mail Newton.

**Cedar Bridge** (Ocean co.), a village and a hamlet, the latter on the Meredeconk River at its entrance into Barnegat Bay, and the former on the Oyster Creek; the hamlet has a considerable fishery, and the village has trade in marl and cranberries; the marl beds and cranberry bogs in the vicinity being numerous and valuable. A large and flourishing cranberry trade is carried on between this vicinity and New York and Philadelphia.

**Castle Point** (Hudson co.), mail Hoboken.

**Catawba** (Atlantic co.), mail May's Landing.

**Cat's Swamp** (Warren co.), mail Hackettstown.

**Cedar Brook** (Camden co.), mail Waterford.

**Cedar Creek** (Cumberland co.), mail Cedarville.

**Cedar Creek** (Mercer and Ocean cos.), a hamlet near Princeton, and a post village on the Cedar Creek and on the Toms River branch of the New Jersey Southern Railroad; the latter has a valuable fishery, and a trade in oysters and clams, a good hotel and a population of 300, which is rapidly increasing.

**Cedar Grove** (Burlington co.), mail Tuckerton.

**Cedar Grove** (Cumberland co.), mail Bridgeton.

**Cedar Grove** (Essex, Mercer and Cumberland cos.), a post village on the Montclair and Greenwood Lake Railroad,  $4\frac{1}{2}$  miles n. of Montclair, and two hamlets, the one 2 miles n.w. of Princeton, the other  $2\frac{1}{2}$  miles n.w. of Carlsburg. The post village has a cotton mill and a brush factory and numerous other industrial establishments, and the usual number of schools, churches, stores, hotels; together with a thrifty population of 500.

**Cedar Grove** (Ocean co.), mail Barnegat.

**Cedar Lake** (Atlantic co.), a post hamlet on the New Jersey Southern Railroad, 5 miles n. of Landisville. A delightful location for a town.

**Cedar Lake** (Warren co.), mail Blairstown.

**Cedar Mills** (Warren co.), mail Bridgeville.

**Cedar Park** (Hudson co.), mail Hoboken.

**Cedar Run** (Ocean co.), mail Manahawkin.

**Cedar Swamp Creek** (Atlantic co.), the former name of Steelmanville.

**Cedarville** (Cumberland co.), a post village of 900 inhabitants, on the Bridgeton and Port Norris Railroad, 3 miles s. of Fairton and on the Cedar Creek, which supplies power for a saw mill. It has a number of flourishing business establishments.

**Central Park** (Monmouth co.), mail New Branch.

**Central Union** (Essex co.), mail Bloomfield.

**Centre Bridge** (Hunterdon co.), mail Stockton.

**Centre Field** (Essex co.), mail Caldwell.

**Centre Grove** (Cumberland co.), mail Millville.

**Centre Hill** (Hudson co.),  
mail Jersey City.

**Centre Square** (Gloucester co.), a hamlet on the Delaware Shore Railroad and on the Old Man's Creek, opposite Pedricktown.

**Centreton** (Salem co.), a post village on a tributary of the Maurice River, supplying power for a mill, and about 1 mile east of Husted station of the Bridgeton branch of the West Jersey Railroad. Population, 251.

**Centretown** (Burlington co.), a hamlet on the Raw-cocas Creek, and 2 miles n. of Masonville.

**Centreville** (Atlantic co.), mail Oceanville.

**Centreville** (Camden, Cumberland, Hudson, Hunterdon, Monmouth, Passaic, Salem and Warren cos.), the former or present name of no less than eight places in various parts of the State: (1) a former village of Camden Co., now the eighth ward of the city of Camden; (2) a hamlet of Cumberland Co., now called Underwood; (3) a former village of Hudson Co., now a part of Bayonne; (4) a post village of Hunterdon Co., 2 miles n.n.w. of Three Bridges; (5) a hamlet of Monmouth Co., near Pine Brook; (6) a former name of Richfield; (7) a former name of Centreton; and (8) a former name of Knowlton.

**Centreville** (Essex co.), mail Roseland.

**Centreville** (Sussex co.), mail Bevens.

**Chairville** (Burlington co.), a hamlet near Medford.

**Champion Landing** (Atlantic co.), mail Tuckahoe.

**Chanceville** (Ocean co.), mail Collier's Mill.

**Changewater** (Warren co.), a post village on the Delaware, Lackawanna and Western Railroad, 2 miles s.e. of Washington, and on the Musconetcong River, which affords power for two mills; there are several lime kilns in and near the village. Population, 115.

**Chapel Hill** (Monmouth co.), a post village  $\frac{1}{2}$  mile east of the New Jersey Southern Railroad, on

an eminence of 700 feet between Sandy Hook Bay and the Navesink River. Population, 63.

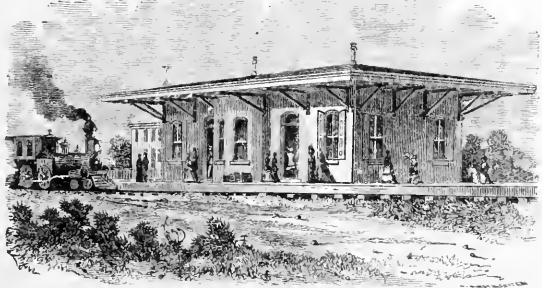
**Chapin Hill** (Essex co.), a hamlet near Montclair.

**Charleston** (Burlington co.), a hamlet near Burlington.

**Charleston Springs** (Monmouth co.), mail Clarksburgh.

**Charleytown** (Ocean co.), a hamlet near Whiting.

**Charlotteburg** (Passaic co.), a post village on the Pequannock River and on the New Jersey Midland Railroad, at the junction of the Green Pond Railroad; it has a valuable marble quarry and a large tool factory, a number of schools, churches, hotels, etc., and business establishments, surrounded by a beautiful and healthy country. Population, 700.



STATION, CENTRAL RAILWAY OF NEW JERSEY.

**Chaseford** (Ocean co.), mail Bayville.

**Chatham** (Morris co.), a post village of 600 inhabitants, on the Morris and Essex Railroad, 6 miles s.e. of Morristown; its extensive manufactures include paper, baskets, etc., and it has a good local trade.

**Chearpside** (Essex co.), a hamlet near Livingston.

**Chearpside** (Morris co.), mail Chatham.

**Cheesemantown** (Camden co.), mail Berlin.

**Cheesequake** (Monmouth co.), mail Keyport.

**Cherry Cottage** (Essex co.), mail Newark.

**Cherry Farm** (Morris co.), mail Morristown.

**Cherry Hill** (Bergen co.), a hamlet on the Hackensack River and on the New Jersey and New York Railroad, 2 miles n. of Hackensack.

**Cherry Lane** (Passaic co.), mail Paterson.

**Cherry Ridge** (Sussex co.), mail Vernon.

**Cherry Tree Bend** (Warren co.), mail Port Murry.

**Cherry Valley** (Essex co.), mail South Orange.

**Cherry Valley** (Passaic co.), mail Paterson.

**Cherryville** (Hunterdon co.), a post village near Rowland Mills, in a superior farming district. Population, 65.

**Chester** (Burlington co.), mail Morristown.

**Chester** (Morris co.), a thriving post village of large area, comprising two formerly separate hamlets,

Chester (or Chester Station) and Chester Village, extending more than two miles from north to south by about 1 to 1½ from east to west, with an aggregate population of upwards of 1000; a hamlet called Unionville, and one not distinctly named, but including the Hackle Barney Mines, 2 miles s. of Chester Village, are also actually part of the village of Chester. Chester is the centre and chief village of an extended mining tract, one of the most valuable in the State; it has consequently a large local trade, and is of sufficient importance to demand the building of two branch railroads connecting it with the great system of the Central Railroad of New Jersey and the Delaware, Lackawanna and Western. The manufactures of Chester are valuable, but are confined to iron working. The post-office is at Chester Station, about 11 miles w. of Morristown. Chester Junction is a hamlet 1 mile w. of Port Oram and 1 mile n. of McCainsville, at the junction of the Chester branch of the Morris and Essex with the High Bridge branch of the Central Railroad of New Jersey, the Chester branch of the Central connecting with the High Bridge branch at Naught-rightville, while the two Chester roads intersect at Unionville.

**Chester** (Passaic co.), mail Paterson.

**Chester Cross Roads** (Morris co.), mail Chester.

**Chesterfield** (Burlington co.), mail Bordertown.

**Chester Junction** (Morris co.), mail Port Morris.

**Chesterville** (Burlington co.), a hamlet near River-ton; has a grist mill.

**Chestnut Hill** (Essex co.), mail Bloomfield.

**Chestnut Ridge** (Bergen co.), mail Saddle River.

**Chestnut Valley** (Morris co.), mail Dover.

**Chetwood** (Burlington co.), a hamlet on the Oswego River, opposite the hamlet of Oswego.

**Chew's Landing** (Camden Co.), a post village 9 miles s.s.e. of Camden, and 4 miles s.w. of Ashland. Population, 103.

**Chewville** (Atlantic co.), mail Atsion.

**Chewville** (Gloucester co.), a hamlet between Malaga and Cole's Mill.

**Church's Landing** (Salem co.), mail Pennsville.

**Church Road** (Camden co.), a hamlet near Merchantville.

**Cider Grove Mills** (Warren co.), mail Bridgeville.

**Cinnaminson** (Burlington co.), a post village near Palmyra, the centre of a fertile farming region, whence large quantities of garden, orchard and dairy products are sent to Philadelphia. Population, 152.

**City Line Station** (Camden co.), mail Collingswood.

**Claremont** (Hudson co.), a former hamlet, now a station, in Jersey City, of the Central Railroad of New Jersey.

**Clarence Cotton Mills** (Mercer co.), mail Fordville.

**Clarendale** (Morris co.), mail German Valley.

**Clarendon** (Hudson co.), a hamlet e. of New Durham, probably part of Guttenburg.

**Clark** (Union co.), mail Rahway.

**Clarksborough** (Gloucester co.), a post village on the Swedesborough branch of the West Jersey Railroad. Population, 255.

**Clarksburg** (Monmouth co.), a post village 5 miles e. of New Sharon. Population, 151.

**Clarksville** (Hunterdon co.), mail Glen Gardner.

**Clarksville** (Mercer co.), a hamlet on the Raritan Canal and near Princeton Junction.

**Clarktown** (Atlantic co.), a hamlet near May's Landing.

**Claversack** (Passaic co.), mail Passaic.

**Clay Bank** (Middlesex co.), a hamlet near Menlo.

**Claypitt Creek** (Monmouth co.), mail Navesink.

**Claysville** (Salem co.), a hamlet at the terminus of the Salem branch of the West Jersey Railroad, ¼ mile n.e. of Salem.

**Clayton** (Gloucester co.), a post village on the West Jersey Railroad (both the Cape May and Atlantic City routes), 4 miles s.s.e. of Glassborough; has glass works and other industries, numerous stores, churches, schools; and an enterprising population of 1400.

**Clayton Dock** (Ocean co.), mail Meredeanck.

**Clementon** (Camden co.), a village 2 miles s. of Kirkwood; has glass works, a grist and lumber mill. Population, 220.

**Clementon Mills** (Camden co.), mail Berlin.

**Clement's Bridge** (Camden co.), mail Chew's Landing.

**Clerk's Store** (Hudson co.), mail Jersey City.

**Cliffside** (Bergen co.), mail Edgewater.

**Cliffwood** (Middlesex co.), a hamlet on the Central Railroad of New Jersey, 5 miles s.s.e. of South Amboy.

**Cliffwood** (Monmouth co.), mail Keyport.

**Cliffwood** (Morris co.), mail Rockaway.

**Cliffwood Heights** (Monmouth co.), mail Keyport.

**Clifton** (Passaic co.), a post village on the Denville branch of the Delaware, Lackawanna and Western Railroad, and contiguous to Centreville on the Erie, 2½ miles s. of Paterson; it has a manufactory of bee-bives, a grist-mill and two lumber mills. Population, 225.

**Clifton** (Passaic co.), mail Echo Lake.

**Clinton** (Essex, Passaic and Hunterdon cos.), two hamlets and a post borough of 842 inhabitants, the latter on the south branch of the Raritan River, 2½ miles s. of High Bridge and 4 miles n. of Sidney, the river affording power for two large grist mills; it is the centre of a rich farming region and has a large local trade, sustaining a national bank and a weekly newspaper; iron mining was begun here in 1720, and successfully prosecuted until the revolution, when it was abandoned, and but little has been done since, though there is much excellent ore in the vicinity. The hamlets of this name are, the one on the Passaic River, opposite Pine Brook, and the other 1½ miles n.e. of Oak Ridge.

**Clinton Station** (Hunterdon co.), mail Annandale.

**Clinton Valley** (Essex co.), mail Irvington.

**Clonmell** (Gloucester co.), mail Paulsborough.

**Closter** (Bergen co.), a post village on the Northern New Jersey Railroad, and 2 miles from the Palisades of the Hudson; it has a large manufactory of chairs, and a population of 800.

**Clove** (Sussex co.), a hamlet near Quarryville. Population, 50.

**Clover Hill** (Hunterdon co.), a post hamlet 4 miles s.e. of Flemington. Population, 75.

**Club House** (Monmouth co.), a hamlet on the New Jersey Southern Railroad,  $\frac{1}{2}$  mile s. of Monmouth Beach.

**Coalport** (Mercer co.), mail Trenton.

**Coarse's, or Course's Landing** (Salem co.), a hamlet on the Salem Creek, near Sharptown.

**Coburg** (Monmouth co.), a village on the Shark River, and  $\frac{1}{2}$  mile s. of Shark River station of the New Jersey Southern Railroad; it has a brickyard.

**Coglin Mine** (Morris co.), mail Hibernia.

**Cohaukey** (Cumberland co.), a post hamlet on the creek of the same name, and 4 miles w. of Husted. Population, 60.

**Cokesburg** (Hunterdon co.), a village 3 miles n.e. of High Bridge. Population, 100.

**Cold Spring** (Cape May co.), a post village  $\frac{1}{2}$  mile w. of the railroad and 2 miles n. of Cape May Point. Population, 150.

**Colemantown** (Burlington co.), a hamlet w. of Reeve's Station.

**Coles Landing** (Camden co.), mail Haddenfield.

**Cole's Mill** (Gloucester co.), a hamlet on the south branch of the great Egg Harbor River, which here supplies power for a mill; it has prolific cranberry bogs, and is  $2\frac{1}{4}$  miles n.n.w. of Cedar Lake.

**Coldestown** (Camden co.), mail Fellowship.

**Colesville or Coleville** (Sussex co.), a post village on a tributary of the Wallkill, and 4 miles n.w. of Quarryville. Population, 125.

**Collier's Mill** (Ocean co.), a post hamlet on the Ridgeway Brook, which affords power for a mill; it is 5 miles e.s.e. of New Egypt. Population, 75.

**Colliersville** (Ocean co.), mail Collier's Mills.

**Collings' Road** (Camden co.), mail Collingswood.

**Collingswood** (Camden co.), population 40.

**Collinstown** (Ocean co.), mail Barnegat.

**Collinsville** (Morris co.), mail Morristown.

**Cologne** (Atlantic co.), mail Egg Harbor City.

**Colt's Neck** (Monmouth co.), a post village on the Yellow Creek, and about 5 miles n.e. of Freehold and n.w. of Pine Brook. Population, 403.

**Columbia** (Morris and Warren cos.), a hamlet on the Passaic River, 1 mile s. of Hanover, with a post-office designated Afton, and a post hamlet on the Delaware River at the mouth of the Paulinskill, opposite and connected by a bridge with Portland, Pa., which is on the Delaware, Lackawanna and Western

Railroad; the latter Columbia has a large lumber mill. Population, 200.

**Columbia** (Sussex co.), mail Bevans.

**Columbus** (Burlington co.), a post village on the Kinkora and Pemberton branch of the Camden and Amboy and New Jersey Southern Railroads. Population, 575.

**Colwell** (Atlantic co.), a former name of Elwood.

**Conical Corner** (Burlington co.), a hamlet 1 mile n. of the junction of the New Jersey Southern with the Camden and Burlington County Railroad.

**Communipaw** (Hudson co.), a station of the Central Railroad of New Jersey within Jersey City.

**Conasconk Point** (Monmouth co.), a hamlet on the Raritan Bay, 2 miles n.n.e. of Keyport.

**Connecticut Farm** (Union co.), a hamlet near Roselle, with a postoffice called Union.

**Conoverville** (Atlantic co.), a hamlet near Absecon.

**Conrad, or Conrad's** (Camden co.), a hamlet on the Williamstown Railroad,  $2\frac{1}{2}$  miles from Atco.

**Con's Corner** (Burlington co.), mail Mount Laurel.

**Constable Hook** (Hudson co.), mail Bergen Point.

**Convent, or Convent Station** (Morris co.), a post hamlet on the Morris and Essex Railroad, 2 miles s.e. of Morristown.

**Cookstown** (Burlington co.), a post village of 300 inhabitants, on the Pemberton and Hightstown Railroad. It has a large manufactory of carriages, etc.

**Cookville** (Warren co.), a hamlet on the Morris and Essex Railroad, 4 miles e. of Phillipsburg.

**Coonton** (Somerset co.), a hamlet n. of Bound Brook.

**Cooper** (Gloucester and Passaic cos.), a hamlet on the Delaware Shore Railroad, near Bridgeport, and one on the Montclair and Greenwood Lake Railroad, on the n.e. boundary of the State.

**Cooper's Point** (Camden co.), mail Camden.

**Coopertown** (Bergen co.), mail River Edge.

**Cooperstown** (Burlington co.), mail Beverly.

**Cooperstown** (Camden co.), a hamlet on Cooper's Creek, and nearly 2 miles n.e. of Rowantown.

**Copper Hill** (Hunterdon co.), a post hamlet on the Lambertville and Flemington Railroad, near Flemington.

**Corles Mill** (Somerset co.), a hamlet opposite Neshanic station on the south branch of the Raritan River, which supplies power for a mill. Population, 100.

**Corles Mill** (Somerset co.), mail Neshanic.

**Corona** (Bergen co.), a post village on the New Jersey and New York Railroad, 3 miles s.s.w. of Hackensack. Population, 113.

**Cottage Hill** (Atlantic co.), a hamlet near Absecon.

**Coursenville** (Sussex co.), mail Papakating.

**Course's Landing** (Salem co.), mail Sharptown.

**Court House** (Cape May co.), mail Cape May.

**Cox's Hill** (Gloucester co.), mail Jefferson.

**Cox Station** (Ocean co.), a hamlet on the Tucker Railroad.

**Coytesville, or Coyteville** (Bergen co.), a village on the Hudson River, 2 miles e. of Leonia and contiguous to Fort Lee; here is a valuable stone quarry.

**Cramer's Hill** (Camden co.), a post village at Dudley Station of the Camden and Burlington County and Camden and Amboy Railroads; it is often called East Camden. Population, 50.

**Craunertown** (Ocean co.), mail West Creek.

**Cranberry Park** (Burlington co.), mail Cookstown.

**Cranberry Park** (Camden co.), mail Atsion.

**Cranbury, or Cranberry** (Middlesex co.), a post village of 1000 inhabitants, on the Cranbury Brook, 2 miles n.w. of Cranbury station of the Camden and Amboy Railroad, and  $4\frac{1}{2}$  miles n. of Hightstown; the village has a large local trade, a manufactory of wagons, carriages, etc., and a money-order postoffice. There is a considerable hamlet at Cranbury station, with a separate postoffice and a large store.

**Cranbury Station** (Middlesex co.), population 125.

**Cranes** (Gloucester co.), mail Franklinville.

**Cranetown** (Essex co.), mail Montclair.

**Cranford**, sometimes erroneously **Crawford** (Union co.), a post village on the Central Railroad of New Jersey, 5 miles w. of Elizabeth and on the Rahway River, which affords power for a worsted mill, and there are other manufactures, numerous stores, churches, etc.; with a population of about 600.

**Crawford** (Union co.), mail Cranford.

**Creamer's Mills** (Cape May co.), mail Tuckahoe.

**Cream Ridge** (Monmouth co.), a hamlet on the Pemberton and Hightstown Railroad, takes its name from the dairies and creameries which abound in its vicinity. Population, 203.

**Creessville** (Gloucester co.), mail Hurffville.

**Cresskill, or Creskill** (Bergen co.), a post village on the Northern Railroad of New Jersey and near the Palisades; has a large woolen mill, a carriage factory, etc., and a population of 349.

**Crisinantown** (Warren co.), mail Blairstown.

**Crooked Pond** (Passaic co.), mail Paterson.

**Cross Keys** (Burlington co.), mail Medford.

**Cross Keys** (Gloucester co.), a post village near Williamstown, having a steam lumber mill. Population, 200.

**Cross Ledge Light** (Cumberland co.), mail Newport.

**Cross Roads** (Burlington co.), mail Medford.

**Cross Roads** (Middlesex co.), mail Dayton.

**Crosswicks** (Burlington co.), a post village of 800 inhabitants, on the creek of the same name, 4 miles e. of Bordentown, in one of the best farming regions of the State, the products of its orchards, gardens and dairies being shipped from Crosswicks by way of Bordentown to Philadelphia; it has also a large local trade and considerable manufactures, including carriages, wagons, etc.

**Croton** (Hunterdon co.), a post village near Flemington. Population, 100.

**Crowleytown** (Burlington co.), a hamlet on the Little Egg Harbor River, 2 miles e. of the junction of the Atsion and Batsto Rivers, and the Springer, Mechesatanxin and Mill Creeks, and 6 miles n.e. of Elwood; there are extensive cranberry bogs in the vicinity, good marl is abundant, though not dug to a profitable extent; there is excellent fishing in the river and small streams.

**Crowleyville** (Burlington co.), mail Green Bank.

**Crow's Mills** (Middlesex co.), mail Perth Amboy.

**Crystal Lake** (Bergen co.), a hamlet on the New Jersey Midland Railroad, near Pompton.

**Culver's Gap** (Sussex co.), a delightful village and summer resort in a pass of the Kittatinny Mountains, 2 miles n.w. of Branchville, and  $4\frac{1}{2}$  miles s.e. of Dingman's Ferry, Pa.; at the south of the village is a beautiful little lake called Culver's Lake or Culver's Pond, a popular fishing and gunning neighborhood.

**Culver's Pond** (Sussex co.), mail Branchville.

**Cumberland** (Cumberland co.), mail Manumuskun.

**Cantalosa** (Morris co.), mail Bloomingdale.

**Cutbert's Road** (Camden co.), mail Collingwood.

**Cut-off Junction** (Sussex co.), mail Newton.

**Dale's Mills** (Passaic co.) mail Paterson.

**Danville** (Warren co.), a post village on the Pequest River, w. of Hackettstown; here are iron mines. Population, 125.

**Danville Mines** (Warren co.), mail Hope.

**Daretown** (Salem co.), a post village on the Salem branch of the West Jersey Railroad, 5 miles w. of Elmer. Population, 250.

**Davenport** (Ocean co.), mail Whiting.

**Davidson's Mills** (Middlesex co.), mail Dean's.

**Davistown** (Burlington co.), mail Recklesstown.

**Davis** (Monmouth co.) a hamlet on the Pemberton and Hightstown Railroad, n. of Cream Ridge.

**Davis Mills** (Cumberland co.), mail Bridgeton.

**Davisville** (Camden co.), mail Spring Mills.

**Davisville** (Burlington and Ocean cos.), two hamlets, the one  $4\frac{1}{2}$  miles n.w., and the other 4 miles e.n.e. of New Egypt. Mechanicsville (Camden co.) was formerly called Davisville or Davistown.

**Day's Point** (Hudson co.), mail Weehawken.

**Dayton** (Middlesex co.), a post village on the Freehold and Jamesburg Railroad, 4 miles w.n.w. of Jamesburg; it has a local trade and considerable manufactures, including carriages and wagons, baskets, etc. Population, 300.

**Deacon's Turnout** (Burlington co.), a hamlet on the Burlington and Mount Holly Railroad.

**Dead River** (Morris co.), mail Liberty Corner.

**Deal and Deal Beach** (Monmouth co.), contiguous villages on the coast and on the Central Railroad of New Jersey; both are favorite seaside resorts, with excellent hotels, boarding houses, etc., and good fishing, etc., for guests; Deal has a grist mill. Population, 213.



**Dealtown** (Salem co.), mail Palatine.

**Deans** (Middlesex co.), a hamlet on the Philadelphia and New York through line of the Pennsylvania Railroad, 2 miles n.e. of Monmouth Junction. Population, 80.

**Deekertown** (Sussex co.), a large post village of 1003 inhabitants, on the New Jersey Midland Railroad, and on the Wantage Creek, tributary of the Wallkill, which supplies power for extensive manufactures; it has one of the largest plough and agricultural implement manufactories in the State, besides an extensive foundry, several mills, etc., and a large local and domestic export trade, and sustains a national bank, numerous schools, churches and hotels.

**Decosta** (Atlantic co.), a post hamlet on the Camden and Atlantic and the Philadelphia and Atlantic City Railroads. Population, 45.

**Deerfield** (Cumberland co.), a village where is a postoffice called Deerfield Street,  $2\frac{1}{2}$  miles w. of Husted; it is the centre of a fertile district where large quantities of sweet potatoes and garden truck are raised for the Philadelphia markets.

**Deerfield Street** (Cumberland co.), population, 202.

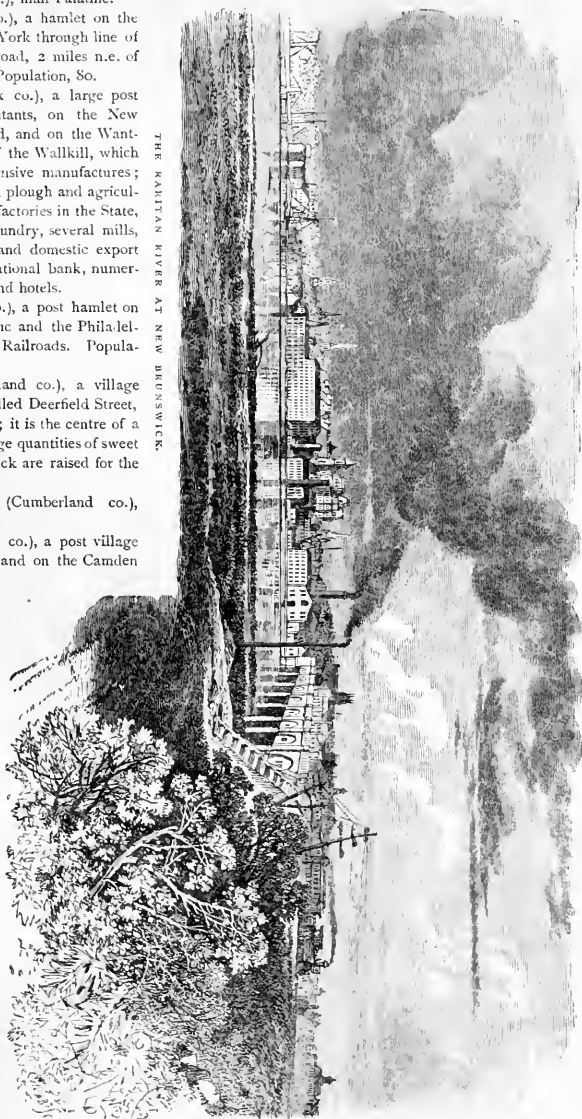
**Delanco** (Burlington co.), a post village on the Delaware River and on the Camden and Amboy Railroad, near Beverly; the up-river steamboats from Philadelphia have a landing here, and it is a shipping point for large quantities of vegetables, fruit, butter, etc., to Philadelphia. Population, 500.

**Delawanna** (Bergen co.), a hamlet on the Denville branch of the Delaware, Lackawanna and Western Railroad, and on the Passaic River, below Passaic.

**Delawanna** (Passaic co.), mail Passaic.

**Delaware, or Delaware Station** (Warren co.), a post village of 600 inhabitants, on the Delaware River, and on the Delaware, Lackawanna and Western Railroad, where it enters the State of New Jersey; here is the junc-

THE KAHTAN RIVER AT NEW BRUNSWICK.



tion of the Blairstown Railroad; the postoffice and station name is Delaware Station; the village has a valuable trade and considerable manufactures, consisting chiefly of iron and its products, with delightful surroundings and progressive community.

**Delaware** (Camden co.), mail Camden.

**Delaware** (Hunterdon co.), mail Sergeantsville.

**Delaware River** (Warren co.), mail Calno.

**Delaware Station** (Warren co.), population 401.

**Demarest** (Bergen co.), a hamlet on the Northern Railroad of New Jersey, 1 mile n. of Cresskill. Population, 113.

**Dempsey's** (Warren co.), a hamlet on the Delaware River and on the Belvidere Delaware Railroad above Phillipsburg.

**Denmark** (Morris co.), a mining hamlet of the Rockaway, Mount Hope and Hibernia district.

**Dennisville** (Cape May co.), a post village on the north side of Dennis Creek, with another post village on the south side, distinctly designated South Dennis; cranberries are extensively cultivated, and boat and schooner building is largely carried on here; the Dennisville postoffice is 2½ miles w. of South Seaville (Seaville station). Population, 1002.

**Dentdale** (Camden co.), mail Mount Ephraim.

**Dentzville** (Mercer co.), mail Trenton.

**Denville** (Morris co.), a post village at the junction of the Jersey City and Denville branch with the Morris and Essex division of the Delaware, Lackawanna and Western Railroad; the great system of this railroad also connects here with several local lines to Mount Hope, Hibernia, Port Oram and Stanhope, at Port Oram with lines of the Central Railroad of New Jersey to Chester and High Bridge, and at Stanhope with the Sussex Railroad; so that Denville is a centre of rail travel from New York to all points west of Paterson, north of Morristown and south of the New Jersey Midland Railroad; it is also on the Rockaway River, but has no manufactures, its position as a railway centre having made it a trade centre and shipping point. Denville Junction, though part of the village, forms a somewhat separate hamlet, ¼ mile from the village station; it is the drilling ground of the railroads. Population, 275.

**Denville Junction** (Morris co.), mail Denville.

**Depue's Island** (Warren co.), mail Calno.

**Dias Creek** (Cape May co.), a post hamlet 2½ mile w. of Cape May Court House.

**Diamondtown** (Union co.), mail Rahway.

**Dickerson's Mines** (Morris co.), mail Mine Hill.

**Dilkesborough** (Gloucester co.), a hamlet near Pitman Grove. Population, 138.

**Dillep Mill** (Hunterdon co.), mail Hamden.

**Ditts' Corners** (Hunterdon co.), a hamlet on the Flemington branch of the Belvidere Delaware R. R.

**Dividing Creek** (Cumberland co.), a post village on the creek of the same name, and 2½ miles s. of Dividing Creek station of the Bridgeton and Port Norris Railroad. Population, 204.

**Dividing Creek Station** (Cumberland co.), mail Dividing Creek.

**Doddtown** (Essex co.), mail Orange.

**Dodge Mine** (Sussex co.), a mining hamlet where there is a fine Franklinit mine, s. of Ogdensburg; it is on a local road called the Ogden Mines Railroad.

**Dolphin Mills** (Passaic co.), mail Paterson.

**Dorchester** (Cumberland co.), a village of 400 inhabitants, on the Maurice River, 1 mile below Mauricetown; it has a good oyster trade, and the building of vessels for the coasting trade is largely carried on here.

**Double Trouble** (Ocean co.), a hamlet on the Cedar Creek, and 2½ miles w. of Bayville station.

**Doughty's** (Atlantic co.), mail May's Landing.

**Dover** (Morris co.), a large flourishing post borough on the Morris and Essex Railroad, in the midst of a network of branch and local lines, and on the Rockaway River, which is largely utilized in supplying power for manufactures, though steam is also employed; the borough has a population of 3100, a large and valuable trade, and extensive manufactures of railroad cars, machinery, lumber, etc., including one of the largest rolling mills in the State; its business sustains two banks and two prosperous newspapers.

**Dover Forge** (Ocean co.), a hamlet on Cedar Creek, 2½ miles n.e. of Bamber and 3½ miles s.w. of Toms River; the forge that gave it name is of the past, but it has considerable interest in fishing and cranberry culture.

**Dover Plains** (Morris co.), Succasunna.

**Downtown** (Atlantic co.), mail Landisville.

**Downstown** (Gloucester co.), mail Newfield.

**Downsville** (Atlantic co.), mail Landisville.

**Doylestown** (Warren co.), mail New Village.

**Drakestown** (Morris co.), a post village on the Musconetcong River, opposite Hackettstown; it has a carriage and wagon factory, an interest in the Schooley's Mountain mines, and a good local trade. Population, 125.

**Drakesville** (Morris co.), a post village 1 mile w. of Kenil and 1½ mile s.w. of Drakesville station of the Morris and Essex Railroad, at the junction of a branch connecting with the High Bridge, Chester and Port Oram branches of the Central Railroad of New Jersey at Kenil; the village has a good trade and important manufactures, including a powder-mill, an iron-furnace, etc. Population, 225.

**Drakesville Station** (Morris co.), mail Drakesville.

**Dryburn** (Essex co.), mail Newark.

**Dublin** (Cape May co.), mail South Dennis.

**Dudley** (Camden co.), the station name of Cramer's.

**Duel's Corners** (Salem co.), a hamlet near Woodstown.

**Duffing Spa** (Passaic co.), mail Paterson.

**Dugway Mountain** (Union co.), mail Plainfield.

**Duke House** (Hudson co.), mail Hoboken.

**Duncan House** (Morris co.), mail Morristown.

**Duncantown** (Bergen co.), mail River Vale.

**Dundee** (Passaic co.), mail Paterson.

**Dundee Dam** (Passaic co.), mail Lodi.

**Dundee Lake** (Bergen co.), a post hamlet on the Passaic River and on the New Jersey Midland Railroad, is a suburb of Paterson; the lake is artificial, being formed by damming the river. Population, 203.

**Dunellen** (Middlesex co.), a post village, of 600 inhabitants, on the Central Railroad of New Jersey, and 1 mile n. of the Lehigh Valley Railroad (New Market); it has a good trade.

**Dunham's Corners** (Middlesex co.), mail Milltown.

**Durham**, or **Durham Station** (Hunterdon co.), the station name of Mount Joy.

**Durham's Corners** (Middlesex co.), a hamlet.

**Dutch Mills** (Atlantic co.), mail Cedar Lake.

**Dutch Neck** (Cumberland co.), mail Bridgeton.

**Dutch Neck** (Mercer co.), a post village 2½ miles s. of Princeton Junction. Population, 100.

**Dutyville** (Mercer co.), mail Trenton.

**Dyer's Creek** (Cape May co.), mail Dias Creek.

**Eagle Rock** (Essex co.), mail Orange.

**Eagleswood** (Middlesex co.), mail Perth Amboy.

**Eagleswood Park** (Middlesex co.), mail Perth Amboy.

**Earlin Place** (Burlington co.), mail Woodmansie.

**Earystown** (Burlington co.), mail Lumberton.

**East Amwell** (Hunterdon co.), mail Flemington.

**East Bloomingdale** (Morris co.), mail Bloomingdale.

**East Bridgeton** (Cumberland co.), mail Bridgeton.

**East Camden** (Camden co.). See Cramer's Hill.

**East Colt's Neck** (Monmouth co.), mail Colt's Neck.

**East Creek** (Cape May co.), a post village on the creek of the same name, 4 miles s.w. of Woodbine. Population, 151.

**East Freehold** (Monmouth co.), mail Marlborough.

**East Fruitland** (Burlington co.), mail Atsion.

**East Hackensack** (Bergen co.), mail Englewood.

**East Hammonton** (Atlantic co.), mail Decosta.

**East Lake** (Cumberland co.), mail Bridgeton.

**East Long Branch** (Monmouth co.), a post hamlet on the New Jersey Southern Railroad, adjacent to Long Branch, with several hotels.

**East Madison** (Morris co.). See Madison.

**East Mendon** (Union co.), mail Berkley Heights.

**East Millstone** (Somerset co.). See Millstone.

**East Newark** (Hudson co.). See Harrison.

**East Orange** (Essex co.), a large post village on the Morris and Essex Railroad, adjacent to the city of Orange, with a population of 8000, many of whom are business men of New York; it has many fine villas and mansions, many stores and a large local trade.

**East Point** (Cumberland co.), mail Ewing's Neck.

**East Railway** (Union co.), a village 1 mile e. of Railway, on the Central Railroad of New Jersey.

**East Ridge** (Essex co.), mail Newark.

**East Summit** (Union co.), a hamlet on the Morris and Essex Railroad, 1 mile e. of Summit.

**East Windsor** (Mercer co.), mail Hightstown.

**East Woodbridge** (Middlesex co.), a hamlet on the Central Railroad of New Jersey, 4 miles n. of Perth Amboy, and 3 miles n.e. of Woodbridge.

**Eatonton** (Monmouth co.), a post village, of 2637 inhabitants, on the New Jersey Southern Railroad, within ½ mile of Eatonton Junction, where the Port Monmouth and Long Branch branches diverge. Eatonton has manufactures of hats, leather, etc., a large local trade and an extensive trade in oysters, clams, etc. The Monmouth Park race-course is situated here.

**Eatontown Junction** (Monmouth co.), mail Eatontown.

**Eayrestown** (Burlington co.), a village on the south branch of the Rawocas Creek, near Lumberton; it has a grist and a lumber mill.

**Ebenzer** (Warren co.), mail Hope.

**Echo Lake** (Passaic co.), a post hamlet n. of Charlotteburg, on the bank of a lake of the same name.

**Edgartown** (Passaic co.), mail Paterson.

**Edge Cliff** (Bergen co.), mail Fort Lee.

**Edge Cove** (Burlington co.), a village at the south terminus of the Tuckerton, 2 miles s. of Tuckerton, and on a small cove or inlet at the n. of Little Egg Harbor. Here is a valuable fishery, and oysters and clams are abundant. Steamboats run from Edge Cove to Long Beach and Beach Haven.

**Edge Mount** (Hudson co.), mail Hoboken.

**Edgers Station** (Middlesex co.), mail Woodbridge.

**Edgewater** (Bergen co.), population 300.

**Edgewater** (Burlington co.), a village on the Camden and Amboy Railroad, 1 mile e. of Beverly. Population, 263.

**Edinburg** (Mercer and Monmouth cos.), a post village 2 miles n.w. of Windsor, and a hamlet 3 miles n.e. of Barrentown. Population, 100.

**Edonia** (Somerset co.), a hamlet 2½ miles n.w. of Dunellen.

**Egg Harbor City** (Atlantic co.), a post village of 1232 inhabitants, on the Camden and Atlantic Railroad, at the junction of the May's Landing branch; it is in a region of extensive vineyards, and has numerous wine manufactories, considerable manufactures of boots and shoes, clothing, cigars, etc., and a large local trade.

**Egvert's Mills** (Warren co.), mail Port Murry.

**Elberon** (Monmouth co.)—made famous by the death of President Garfield—is a hamlet on the coast and on the Central Railroad of New Jersey, midway between Deal and Long Branch.

**Eldridge's Hill** (Salem co.), a hamlet near Woodstown. Population, 102.

**Elizabeth** (Union co.), an important manufacturing city, the capital of the county, at the meeting of the



OUR REPORTER.

Newark Bay, Long Island Sound and Kill-von-Kull. The Philadelphia and New York through line division of the Pennsylvania Railroad's leased lines, and the Long Branch branch of the Central Railroad of New Jersey, traverse the city in a southwest to northeast direction, and the main line of the Central (also used by the Reading Railroad as part of their through line between Philadelphia and New York) crosses the city from west to east. The southeast part of the city is still colloquially distinguished by the name of a former village, Elizabethport; and a station of the Central Railroad, near the south corner, is designated Elizabeth Avenue, where was formerly a separate hamlet called Elizabeth Road. The city has a considerable commerce, but the chief source of its prosperity is its large manufacturing enterprises, which include an immense factory of the Singer sewing machines—employing 2000 hands—several iron foundries, oil-cloth manufactories, potteries, besides extensive manufactures of mill machinery, hardware, edge-tools, stoves, harness, cordage, hats, combs, boots and shoes, etc. At Elizabethport are immense yards and wharves for the shipment of anthracite coal. Elizabeth has a population, by the census of 1880, of 28,241.

**Elizabeth Avenue** (Union co.), mail Elizabeth.

**Elizabethport** (Union co.), mail Elizabeth.

**Ellendor** (Union co.), a hamlet on the New Jersey West Line branch of the Morris and Essex Railroad.

**Ellisburg** (Camden co.), a post hamlet 2 miles e. of Rowantown. Population, 57.

**Ellisdale** (Monmouth and Burlington cos.), a post village chiefly in Monmouth County, where is the post-office, but extending across the line into Burlington County, 3 miles w. of Fillmore and Cream Ridge. Population, 85.

**Elsinborough** (Salem co.), mail Salem.

**Ellis Island** (Hudson co.), mail Jersey City.

**Elmer** (Salem co.), a post village formerly called Pittstown, on the Bridgeton branch, at the junction of the Salem branch of the West Jersey Railroad; it is in a prolific fruit-growing district, and has a large canning establishment, a good local trade, a considerable fruit-shipping trade, and a population of nearly 1000, inclusive of Upper and Lower Pittstown.

**El Mora** (Union co.), mail Elizabeth.

**Elmwood** (Essex co.), mail Irvington.

**Elwood** (Atlantic co.), a post village on the Camden and Atlantic Railroad, in a fruit-growing district, with a good local trade and considerable manufactures of paper, shoes and wine. Population, 500.

**Elysian Fields** (Hudson co.), mail Hoboken.

**Embury** (Monmouth co.), mail Red Bank.

**Emmelville** (Atlantic co.), a hamlet 1 mile n.e. of Weymouth Station.

**Engleside** (Burlington co.), mail Lumberton.

**Englewood** (Bergen co.), a post village on the Northern Railroad of New Jersey, with a population of 2100; there are several hotels in the village.

**Englewood** (Middlesex co.), mail Perth Amboy.

**English Corners** (Sussex co.), mail Wykertown.

**English Creek** (Atlantic co.), a village on a creek of the same name near its mouth in the Great Egg Harbor River; it has a fishery and a cranberry trade. Population, 250.

**English Neighborhood** (Bergen co.), mail Fairview.

**Englishtown** (Monmouth co.), a post village on the Freehold and Jamesburg Railroad, half way between Freehold and Jamesburg; it has a carriage and wagon factory. Population, 600.

**Erie Junction** (Bergen co.), a hamlet at the junction of the Erie and New Jersey and New York Railroads.

**Erskine** (Passaic co.), a village on the Ringwood branch of the Montclair and Greenwood Lake Railroad, near Ringwood.

**Essex** (Essex co.), a hamlet on the Paterson and Newark branch of the Erie Railroad, 1 mile n. of Belleville.

**Essex Print Works** (Essex co.), mail Franklin.

**Estelville** (Atlantic co.), a hamlet on a tributary of the Great Egg Harbor River, which affords power for a lumber and a grist mill. Population, 149.

**Etna** (Bergen co.), population 125.

**Etna Mills** (Burlington co.), mail Medford.

**Evens Mills** (Camden co.), mail Haddonfield.

**Evergreen** (Morris co.), mail Morristown.

**Everittstown** (Hunterdon co.), a post village  $3\frac{3}{4}$  miles n. of Frenchtown, on a small stream which supplies power for a mill. Population, 100.

**Eversham** (Burlington co.), mail Marlton.

**Evesborough** (Burlington co.), a hamlet 2 miles n. of Marlton. Population, 80.

**Evona, or Evonia** (Middlesex co.), a village adjoining Dunellen. Population, 107.

**Eyona** (Somerset co.), mail Warrenville.

**Ewan's Mills** (Gloucester co.), a post village 5 miles w. of Glassborough, having a basket factory. Population, 200.

**Ewansville** (Burlington co.), a hamlet on the Camden and Burlington County Railroad, at the junction of a branch to Vincentown.

**Ewens** (Mercer co.), mail Ewingsville.

**Ewensville** (Burlington co.), mail Mount Holly.

**Ewing's Neck** (Cumberland co.), a post village on the West Creek, near its mouth in the Delaware Bay; it has oyster fisheries. Population, 246.

**Ewing Station** (Mercer co.), mail Ewingsville.

**Ewingville** (Mercer co.), a post village 1 mile n.e. of Ewing or Ewingville station of the Delaware and Bound Brook Railroad, which is  $2\frac{3}{4}$  miles n. of Trenton Junction. Population, 120.

**Extontown** (Burlington co.), mail Ellisdale.

**Fairfield** (Cumberland co.), mail Fairton.

**Fairfield** (Essex and Monmouth cos.), a post village and a hamlet; the one on the Passaic River, opposite Singac, and the other on the Freehold and Jamesburg Railroad, 4 miles s.e. of Freehold.

**Fairfield** (Passaic co.), mail Little Falls.

**Fair Haven** (Essex co.), mail Belleville.

**Fair Haven** (Monmouth co.), a post village and summer resort on the Navesink River, below Red Bank. Population, 413.

**Fairmont**, or **Fairmount** (Hunterdon and Warren cos.), a post village  $3\frac{1}{2}$  miles e.s.e. of Califon, and a hamlet near Washington; the former is on a small stream that supplies power for a lumber and a grist mill and drains a tannery. Population, about 100.

**Fair Mount** (Bergen co.), mail Hackensack.

**Fair Mount** (Essex co.), mail Orange.

**Fair Mount** (Morris co.), mail German Valley.

**Fairton** (Cumberland co.), a post village on the Bridgeton and Port Norris Railroad, 4 miles s. of Bridgeton, and on a branch of the Cohansey Creek, which affords power for a mill. Population, 400.

**Fairview** (Bergen, Burlington and Gloucester cos.), a post village on the Northern Railroad of New Jersey, n. of Granton; (2), a hamlet s.w. of Bridgeborough and s.e. of Progress; (3), a hamlet near Medford; and (4), a hamlet near Barn'orough. Population, 250.

**Fairview** (Burlington co.), mail Medford.

**Fairview** (Gloucester co.), mail Unionville.

**Fairview** (Morris co.), mail Stanhope.

**Fanwood** (Union co.), a village on the Central Railroad of New Jersey, and on the Greenbrook, n.e. of Plainfield; it has a large local trade, a manufactory of paper boards, and a postoffice called Scotch Plains.

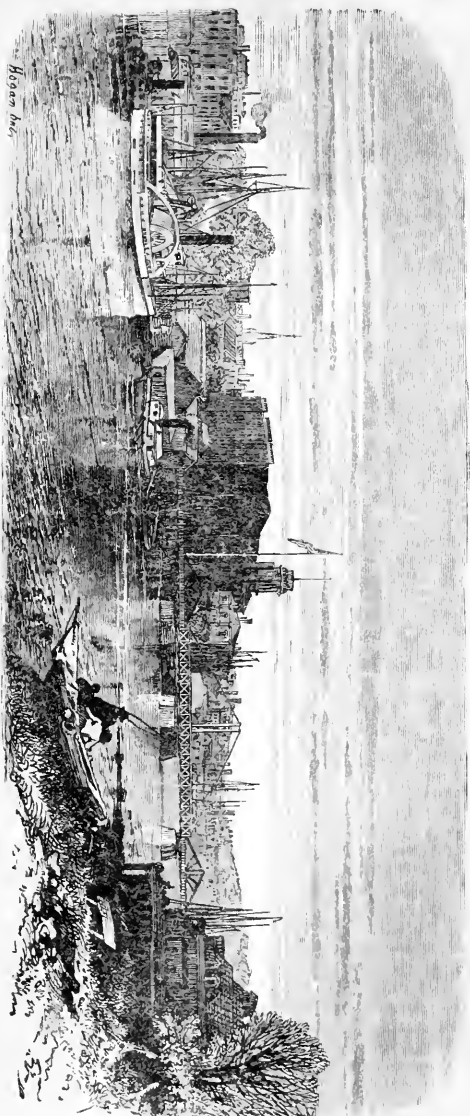
**Farago Forge** (Ocean co.), mail Whiting.

**Farmersville** (Essex co.), mail Caldwell.

**Farmersville** (Hunterdon co.), a hamlet near Califon. Population, 17.

**Farmingdale** (Monmouth co.), a post village, of nearly 1000 inhabitants, at the intersection of the

CITY OF NEWARK, ON THE PASSAIC RIVER.



New Jersey Southern and Freehold and Jamesburg Railroads; it has an iron foundry and a large local and rail traffic.

**Farrstown** (Burlington co.), a hamlet near Vincentown. Population, 21.

**Fashion Stud Farm** (Mercer co.), mail Trenton.

**Febletown** (Warren co.), a hamlet 6 miles n.e. of Delaware.

**Federal City** (Mercer co.), mail Pennington.

**Fellowship** (Burlington co.), a post village 3 miles s. of Moorestown. Population, 300.

**Felters'** (Union co.), mail Rahway.

**Feltersville** (Camden co.), mail Camden.

**Feltville** (Union co.), a hamlet near Murray Hill.

**Ferment** (Monmouth co.), post village.

**Fern Mount** (Morris co.), mail Succasunna.

**Ferrago** (Ocean co.), a hamlet on the New Jersey Southern Railroad, near Whiting.

**Ferris** (Ocean co.), mail Whiting.

**Ferromonte** (Morris co.), a mining hamlet, with a valuable mine 800 feet in depth, near Succasunna.

**Ferry Farm** (Bergen co.), mail Little Ferry.

**Fieldsborough** (Burlington co.), a post borough, formerly and still colloquially called White Hill, on the Delaware River and on the Camden and Amboy Railroad; it has a machine shop and an iron-forge.

**Fieldville** (Middlesex co.), a hamlet on the Raritan River near South Bound Brook.

**Fillmore** (Monmouth co.), a hamlet on the Pemberton and Hightstown Railroad, adjoining Cream Ridge. Population, 34.

**Finderne** (Somerset co.), a post village on the Central Railroad of New Jersey, 2 miles e. of Somerville, and on the Raritan River.

**Finesville** (Warren co.), a village one mile from Riegelsville, with a manufactory of moulding-knives, etc. Population, 37.

**Finley Station** (Cumberland co.), a post hamlet on the Bridgeton branch of the West Jersey Railroad, 4 miles n. of Bridgeton. Population, 90.

**Finn's Point** (Salem co.), mail Salem.

**Fish House** (Camden co.), a hamlet on the Delaware River and on the Camden and Amboy Railroad, 4 miles n.e. of Camden.

**Fishing Creek** (Cape May co.), a post hamlet on a creek of the same name, near the Delaware Bay, and 2 miles w. of Rio Grande; it has cranberry bogs. Population, 100.

**Five Corners** (Hudson co.), mail Jersey City.

**Five Mile Beach** (Cape May co.), mail Townsend Inlet.

**Five Points** (Gloucester co.), a post village near Pitman Grove. Population, 150.

**Flagtown**, or **Flaggtown** (Somerset co.), the former name of Frankfort.

**Flanders** (Morris co.), a post village on the High Bridge branch of the Central Railroad of New Jersey, 4 miles s.w. of Kenvil; it is in the Schooley's Mountain and Mount Olive mining district, and has a large

local trade, considerable manufactures, including three lumber and three grist mills, a smelting furnace, etc., and a large interest in mining; it has also a fine chalybeate spring. Population, 402.

**Flatbrookville** (Sussex co.), a post village on the Delaware River at the mouth of the Wallpack. Population, 175.

**Flaxmill** (Hunterdon co.), a hamlet on the Lehigh Valley Railroad, 1 mile n.w. of Flemington Junction.

**Flemington** (Hunterdon co.), a post village, capital of the county, the northern terminus of the Flemington branch of the Belvidere Delaware Railroad, and the western and southern terminus of the South branch of the Central Railroad of New Jersey; it has a steam flour mill, a pottery, two national banks and two hotels. Adjoining Lambertville on the n., is a station called Flemington Junction, and at the point,  $2\frac{1}{2}$  miles n.e. of Flemington, where the south branch of the Central intersects the Lehigh Valley Railroad, is a hamlet called by the same name. Population, 1851.

**Flemington Junction** (Hunterdon co.), mail Lambertville.

**Flemington Junction** (Hunterdon co.), mail Flemington.

**Flickerville** (Cumberland co.), mail Bridgeton.

**Flocktown** (Morris co.), mail Schooley's Mountain.

**Floral Place** (Morris co.), mail Dover.

**Floraville** (Bergen co.), a hamlet  $\frac{1}{2}$  mile e. of Walton. Population, 10.

**Florence** (Burlington co.), a post village on the Delaware River,  $\frac{1}{2}$  mile from Florence Station of the Camden and Amboy Railroad, and 2 miles w. of Kinkora; here is a landing where the upriver steamboats stop in going from and to Philadelphia; Florence has a large iron foundry and pipe works. Population, 1200.

**Florence** (Camden co.), mail Tausborough.

**Florence Station** (Burlington co.), mail Florence.

**Florida Grove** (Middlesex co.), mail Perth Amboy.

**Flyat** (Burlington co.), a hamlet n. of Atsion.

**Foot Lane** (Somerset co.), mail Pottersville.

**Ford Mine** (Morris co.), mail Woodport.

**Ford's** (Middlesex co.), mail Woodbridge.

**Ford's Corners**, or **Ford's** (Middlesex co.), on the Lehigh Valley Railroad, near Perth Amboy.

**Fordsville** (Cumberland co.), mail Bridgeton.

**Forest Grove** (Gloucester co.), a post hamlet on the West Jersey and Atlantic City Railroad, 3 miles s.e. of Newfield, and  $3\frac{1}{4}$  miles w. of Landisville. Population, 75.

**Forest Grove** (Morris co.), mail Schooley's Mountain.

**Forest House** (Morris co.), mail Budd's Lake.

**Forge** (Warren co.), mail Riegelsville.

**Forge Pond** (Ocean co.), mail Meredeconk.

**Forked Bridge** (Salem co.), a hamlet 3 miles w. of Newfield.

**Forked River** (Ocean co.), a post village on the Toms River branch of the New Jersey Southern Rail-

road, 6 miles n. of Barnegat Junction; it is on a small river of the same name, near Barnegat Bay, and has considerable interest in oysters, clams, etc., an excellent hotel and a good local trade. Population, 200.

**Fork Landing** (Burlington co.), mail Palmyra.

**Forrest** (Morris co.), mail Madison.

**Forrest Hill** (Morris co.), mail Chester.

**Fort Delaware** (Salem co.), mail Salem.

**Fort Lee** (Bergen co.), a post village on the Hudson River, at the lower end of the Palisades, and  $1\frac{1}{2}$  miles e. of Leonia; it has an extensive manufactory of photographers' materials and a piano factory. Population, 403.

**Fort Washington** (Bergen co.), a hamlet on the Hackensack River, near Ridgefield Park.

**Fortescue Beach** (Cumberland co.), a hamlet on the Delaware Bay, 2 miles s.w. of Newport, having steamboat landing where an excursion steamboat from Philadelphia lands daily during the summer months.

**Fostertown** (Burlington co.), near Lumberton.

**Fostertown** (Cape May co.), mail South Dennis.

**Foundryville** (Burlington co.), mail Lumberton.

**Fountain Green** (Burlington co.), a hamlet near Lewistown.

**Fountain Green Farm** (Burlington co.), mail Wrightstown.

**Four Bridges** (Morris co.), mail Naughtrightville.

**Four Mile** (Burlington co.), mail Woodmansie.

**Fox Chase** (Burlington co.), mail Vincenttown.

**Fox Hill** (Hudson co.), mail Hoboken.

**Fox Hill** (Morris co.), mail Mendham.

**Francis Mill** (Ocean co.), a hamlet near the head of the Toms River, which supplies power for a large saw mill. Population, 21.

**Francisville** (Camden co.), mail Gloucester City.

**Frankford** (Sussex co.), mail Branchville.

**Frankfort**, formerly **Flagtown**, or **Flaggtown** (Somerset co.), a post village on the south branch of the Central Railroad of New Jersey, 5 miles s.w. of Somerville, and on the Lehigh Valley Railroad,  $3\frac{1}{2}$  miles w.s.w. of Roysfield; it has an extensive manufactory of drain pipes, tiles, etc. Population, 160.

**Frankfort** (Bergen co.), mail Schraalenberg.

**Frankfort Plains** (Sussex co.), mail Augusta.

**Franklin** (Bergen co.), mail Wortendyke.

**Franklin** (Essex, Mercer and Sussex cos.). There are five townships of this name, one each in Bergen, Gloucester, Hunterdon, Somerset and Warren Counties, and there are three villages and a hamlet of the same name: (1), a post village of 600 inhabitants in Bellville Township, Essex County, on the Passaic River and on the Paterson and Newark branch of the Erie Railroad, about midway between the cities named, with a large woollen mill, and other manufactures; (2), a village of 200 inhabitants in Caldwell Township, Essex County, 2 miles n.w. of Caldwell, with a tobacco factory; (3), a hamlet, also called Franklin Corner, in Mercer County, 3 miles n. of Lawrence

station and 4 miles e. of Ewing station; (4), a village of 500 inhabitants, in Sussex County, on the New Jersey Midland Railroad,  $\frac{1}{2}$  mile from the intersection of the Sussex Railroad, and on the Wallkill; this village has a postoffice designated Franklin Furnace, from a large blast furnace located here, and it is the centre of a district abounding in rich mines of Franklinite, and containing also valuable mines of zinc and iron, separately—one of the most valuable Franklinite mines in the country is within the village; it has also a profitable local trade, while its rail and water facilities give it a valuable export trade in ores.

**Franklin** (Essex co.), mail Caldwell.

**Franklin** (Hunterdon co.), mail Clinton.

**Franklin** (Morris co.), mail Dover.

**Franklin** (Somerset co.), mail Backing Ridge.

**Franklin** (Warren co.), mail Asbury.

**Franklin Corner** (Mercer co.). See FRANKLIN.

**Franklin Furnace** (Sussex co.), the postoffice name of Franklin (4) above. Population, 400.

**Franklin Park** (Middlesex co.), a post hamlet 2 miles s.e. of New Brunswick, having a wagon factory. Population, 113.

**Franklin Place** (Morris co.), mail Chatham.

**Franklinville** (Gloucester co.), a post village on the West Jersey Railroad (both the Cape May and Atlantic City routes), 6 miles s.e. of Glassborough; its chief industry is the packing and shipping of fruit, which is extensively cultivated in the vicinity. Population, 251.

**Freasburg, Friesburg, or Freastown** (Salem co.), a hamlet 6 miles s. of Yorketown; as early as 1748 large glass-works were in operation here, the first in the State, but were abandoned during the revolution and have never been resumed.

**Fredon** (Sussex co.), a post hamlet near Newton. Population, 63.

**Fredtown** (Salem co.), mail Cohansy.

**Freehold**, formerly **Monmouth Court House** (Monmouth co.), a post village, capital of the county, on the Freehold and Jamesburg Railroad, which connects it directly with the New Jersey Southern, Central Railroad of New Jersey, Camden and Amboy, and the Philadelphia and New York (through line) division of the roads leased by the Pennsylvania, with the Karitan Canal and with the sea-coast at Manasquan and Sea Girt, and a railroad runs from Freehold northward to Keyport; Freehold has a large local trade, an iron foundry, two national banks, and a population of 4302.

**Freehold Junction** (Monmouth co.), mail Keyport.

**Freemaustown** (Essex co.), mail Orange.

**Free's Mills** (Gloucester co.), mail Clayton.

**Freehulghusen** (Warren co.), mail Paulina.

**Freeholdtown** (Hunterdon co.), a post borough on the Delaware River and on the Belvidere Delaware Railroad; it has a population of 1029, a large local trade, a good shipping trade in fruit, vegetables and dairy products, extensive manufactures, including an

iron foundry, several spoke factories, a grist mill, etc., and a national bank.

**Fresh Pond** (Middlesex co.), mail Milltown.

**Friendship** (Burlington co.), mail Red Lion.

**Friendship** (Cumberland co.), mail Findley Station.

**Friedondale** (Passaic co.), mail Pompton.

**Friesburgh** (Cumberland co.), mail Cohansey.

**Frogtown** (Burlington co.), mail Mount Holly.

**Fruitland** (Burlington co.), a hamlet on the Atsion River above Atsion.

**Galestown** (Burlington co.), mail Tuckertown.

**Galloway** (Atlantic co.), mail Egg Harbor City.

**Gardnerville** (Hunterdon co.), mail Glen Gardner.

**Garrett Rock** (Passaic co.), mail Paterson.

**Gatesville** (Somerset co.), mail Bound Brook.

**Georgetown** (Burlington co.), a hamlet near Columbus. Population, 100.

**George's Road** (Middlesex co.), mail New Brunswick.

**Germania** (Atlantic co.), mail Egg Harbor City.

**Germantown** (Atlantic co.), a hamlet  $2\frac{1}{2}$  miles e.n.e. of Cedar Lake and  $3\frac{1}{2}$  miles s.w. of Decosta.

**German Valley** (Morris co.), a post village on the south branch of the Raritan River and on the High Bridge branch of the Central Railroad of New Jersey, 2 miles s.w. of Naumbrightville. Population, 500.

**Gettysville** (Burlington co.), mail Woodmansie.

**Gibbsborough** (Camden co.), a village on Cooper's Creek, and 1 mile n.e. of Kirkwood, having a large manufactory of white lead and paints. Population, 113.

**Gibbstown** (Gloucester co.), a hamlet on the Delaware Shore Railroad, 3 miles w. of Paulsborough.

**Gibbeson's Mills** (Ocean co.), mail Whiting.

**Gillette** (Morris co.), a post hamlet on the New Jersey West Line Railroad, and on the Passaic River opposite Berkeley Heights. Population, 102.

**Gin Point** (Sussex co.), mail Newton.

**Glassborough** (Gloucester co.), a post village on the West Jersey Railroad (both the Cape May and Atlantic City routes), at the junction of the Bridgeton branch and of the Williamstown Railroad; it has six glass-works employing about 600 hands, and has 2088 inhabitants, and greatly increasing in importance as a manufacturing town with interesting surroundings.

**Glendale** (Camden co.), a hamlet near Ashland.

**Glen Echo** (Bergen co.), mail Edgewater.

**Glen Echo** (Somerset co.), mail Bound Brook.

**Glen Gardner** (Hunterdon co.), a post village on the Central Railroad of New Jersey, 1 mile s.s.e. of Junction, and 3 miles n.n.w. of High Bridge; it has a large manufactory of picture-frames, etc., and a good local trade. Population, 475.

**Glen Morton** (Passaic co.), mail Paterson.

**Glen Rock** (Bergen co.), mail Ridgewood.

**Glenwood** (Camden and Sussex cos.), a hamlet on the Camden and Atlantic Railroad, also called Rowantown, and a post village  $3\frac{1}{2}$  miles e. of Quarryville, and 3 miles s.w. of Pine Island, New York;

it is in a fine agricultural district; there are especially many superior dairies in the vicinity, and the village has an extensive creamery and cheese factory and a lumber mill. Population, 250.

**Glenwood Institute** (Monmouth co.), mail Matawan.

**Globe Mills** (Hunterdon co.), mail Little York.

**Gloucester City**, or **Gloucester** (Camden co.), a city on the Delaware River, and on the West Jersey (both the Cape May and Atlantic City routes), and the Camden, Gloucester and Mount Ephraim Railroads, 3 miles s. of Camden; it has, by the census of 1880, a population of 5350 (it was 3682 in 1870), and extensive manufactures, including an iron-works, a terra-cotta manufactory, a large cotton mill where about 800 hands are employed, and gingham, calicoes, etc., are woven. The city sustains a savings bank. There is a steam ferry to Philadelphia, making half-hourly trips. It is becoming noted as a fishing point, a large number of inhabitants are engaged in this branch of industry; the Delaware River and the Bay being the fishing grounds.

**Gloucester Lake** (Atlantic co.), mail Egg Harbor.

**Gloucester Landing** (Atlantic co.), mail Egg Harbor City.

**Godfrey's Bridge** (Burlington co.), mail Wading.

**Goffle** (Passaic co.), a hamlet near Van Winkle's.

**Golden's Mills** (Mercer co.), mail Princeton.

**Good Intent** (Gloucester co.), a hamlet on the Big Timber Creek, and 3 miles e. of Wenonah.

**Good Luck** (Ocean co.), near Cedar Creek.

**Goodwinville** (Bergen co.), a village near Westwood. Population, 36.

**Goosetown** (Union co.), mail Rahway.

**Goshen** (Cape May co.), a post village near Delaware Bay and 2 miles w. of Swain; it has a good local trade and a large interest in oyster and crab fishing. Population, 300.

**Goshen** (Ocean co.), mail Cassville.

**Gouldtown** (Cumberland co.), a post village 3 miles s.e. of Bridgeton. Population, 75.

**Government Farm** (Gloucester co.).

**Governor's Hill** (Burlington co.) mail Shamong.

**Governor's Hole** (Burlington co.), mail Shamong.

**Grand View House** (Morris co.), mail Morristown.

**Granton** (Hudson co.), a hamlet on the Northern Railroad of New Jersey, 1 mile n. of New Durham.

**Granville** (Monmouth co.), a hamlet on the Sandy Hook Bay, 2 miles w.n.w. of Port Monmouth; its residents live by fishing. There is a lighthouse at the point. Population, 35.

**Granville** (Sussex co.), mail Lincoln.

**Grassy Hill** (Essex co.), mail Livingston.

**Gratitude** (Sussex co.), mail Newton.

**Gravel Hill** (Sussex co.), mail Bevans.

**Gravel Hill** (Union co.), mail Rahway.

**Gravel Hill** (Warren co.), mail Blairstown.

**Gravelly Landing** (Atlantic co.), a former name of Port Republic.



**Gravelly Run** (Atlantic co.), a hamlet on a small stream of the same name near the mouth of the Great Egg Harbor River, and May's Landing.

**Gravelly Run** (Cape May co.), mail Cape May.

**Gray's Mills** (Mercer co.), mail Princeton.

**Great Egg Harbor** (Atlantic co.).

**Great Notch** (Essex co.), mail Bloomfield.

**Greater Cross Roads** (Somerset co.), a hamlet near Bedminster.

**Green** (Sussex co.), mail Waterloo.

**Green Bank** (Burlington co.), a post village on the Little Egg Harbor River, 7 miles n.e. of Egg Harbor City; fishing and cranberry raising are the main industries, which are carried on a large scale for the New York and Philadelphia markets. Population, 55.

**Green Brook** (Essex co.), mail Singac.

**Green Brook** (Middlesex co.), mail Dunellen.

**Green Bush** (Burlington co.), mail New Greta.

**Green Creek** (Cape May co.), a post village on a small stream of the same name, 2 miles n.w. of Rio Grande; oysters, crabs, etc., are abundant in the bay and creek. Population, 213. A popular retreat for sportsmen who are fond of gunning and fishing.

**Green Farm** (Passaic co.), mail Pompton.

**Green Field** (Cape May co.), mail Petersburgh.

**Green Grove** (Monmouth co.), mail Eatontown.

**Green Lake** (Morris co.), mail Newfoundland.

**Green Lake** (Passaic co.), mail West Milford.

**Greenland** (Camden co.), a hamlet on the Cooper's Creek, opposite Ashland.

**Green Mills** (Warren co.), mail Phillipsburgh.

**Green Pond** (Morris co.), mail Hibernia.

**Green Ridge** (Essex co.), mail Newark.

**Green Spot** (Sussex co.), mail Franklin Furnace.

**Green Tree** (Burlington co.), mail Fellowship.

**Greentree** (Gloucester co.), a hamlet 3 miles n.e. of Pitman Grove. Population, 18.

**Green Village** (Morris co.), a post hamlet on a tributary of the Passaic River, which affords power for a mill; it is 3 miles s.w. of Madison. Population, 63.

**Greenville** (Hudson, Morris, Salem and Sussex cos.), a former post village, now a branch postoffice of Jersey City; (2), a mining hamlet near the village of Mines; (3), a hamlet near Palatine; and (4), the former name of Lincoln, Sussex co.

**Greenville** (Gloucester co.), mail Hurffville.

**Greenville** (Ocean co.), mail Meredekonk.

**Greenville** (Warren co.), mail Hackettstown.

**Greenwich** (Cumberland and Warren cos.), a post village, of 900 inhabitants, on the Cohansey River and on the New Jersey Southern Railroad, 6 miles w.s.w. of Bridgeton and 3 miles from Bay Side, having a fruit canning establishment, a machine shop, a large interest in fisheries along the Delaware River (the products of which are packed and shipped here in great quantities), and a valuable local trade; (2), a hamlet on the Central Railroad of New Jersey, 2 miles e.s.e. of Phillipsburg.

**Greenwich** (Gloucester co.), mail Mickleton.

**Greenwood** (Hunterdon co.), mail White House.

**Greenwood** (Mercer co.), mail Trenton.

**Greenwood** (Passaic co.), a village near Greenwood Lake. Population, 108. Mail Greenwood Lake.

**Greenwood Lake** (Passaic co.).

**Greensbridge** (Warren co.), mail Phillipsburg.

**Greensburg** (Mercer co.), a post village on the Delaware River and on the Belvidere Delaware Railroad, 6 miles above Trenton, with a stone quarry. Population, 225.

**Green's Pond** (Warren co.), mail Buttzville.

**Greenville** (Gloucester co.), a hamlet adjoining Greentree. Population, 28.

**Gretenburgh** (Hudson co.), mail Guttenburgh.

**Griffetown** (Burlington co.), mail Woodmansie.

**Griggstown** (Somerset co.), a post village on the Raritan Canal and on the Millstone River, which affords power for a large mill; it is 3 miles n. of Washington's Headquarters station. Population, 113.

**Groonsville** (Sussex co.), mail Huntsville.

**Grove Street** (Essex co.), mail East Orange.

**Groveville** (Mercer co.), a hamlet on the Crosswicks Creek, and 1 mile s. of Yardville.

**Gruetly Hill** (Atlantic co.), mail Egg Harbor City.

**Guard Look** (Warren co.), mail Hackettstown.

**Guinea Hollow** (Sussex co.), mail Waterloo.

**Guinea Hollow** (Warren co.), mail Hackettstown.

**Gunsville** (Morris co.), mail Hibernia.

**Guttenburgh** (Hudson co.), a post village on the Hudson River, near Weehawken, having a manufactory of Belgian blocks, etc. Population, 1266.

**Hackensack** (Bergen co.), a post village, capital of the county, on the river of the same name. The New Jersey Midland and the New Jersey and New York Railroads intersect the village almost at right angles; the river is navigable from this point. Hackensack has extensive manufactures, a large trade, and sustains two banks and three newspapers. Population, 4500, and increasing. Becoming a popular place of residence for many New Yorkers.

**Hackensack** (Hudson co.), mail Jersey City.

**Hackensack Bridge** (Bergen co.).

**Hackettstown** (Warren co.), a post borough on the Musconetcong River, the Morris Canal and the Morris and Essex Railroad, 12 miles n.e. of Washington; it has a large trade, a foundry, a blast-furnace, a carriage factory, two grist mills, etc., and a population of 2502. It sustains a national bank, two newspapers and a large number of stores.

**Hackle, or Hackle Barney Mines** (Morris co.), a mining hamlet, the south terminus of the Chester branch of the Morris and Essex Railroad.

**Haddonfield** (Camden co.), a post borough, containing 1480 inhabitants, on the Cooper's Creek and on the Camden and Atlantic Railroad, 7 miles s.e. of Camden, having considerable manufactures and a large local trade.

**Hagerstown** (Salem co.), a hamlet 3 miles s. of Salem. Population 125.

**Hainesburg** (Warren co.), a post village on the Paulinskil and on the Blairstown branch of the Delaware and Lackawanna Railroad. Population, 275.

**Hainesport** (Burlington co.), a post village on the Rawwocas Creek, 1 mile w. of Mount Holly, having a large manufactory of cast-iron sinks, pipes, etc. Population, 300.

**Hainesville** (Sussex co.), a post village near the head of the Wallpack River. Population, 163.

**Haines Mills** (Burlington co.), mail Medford.

**Haledon** (Passaic co.), mail Paterson.

**Haleysville** (Cumberland co.), a former name of Mauricetown.

**Half Acre** (Middlesex co.), mail Prospect Plains.

**Halftown** (Salem co.), a hamlet 5 miles n. of Claysville.

**Halsey's Corner** (Sussex co.), mail Newton.

**Halseytown** (Morris co.), mail Parsippany.



BROAD STREET, NEWARK.

**Hamburg** (Sussex co.), a post village on the Wallkill and on the New Jersey Midland Railroad, at the junction of the South Vernon branch of the Sussex Railroad; it is in the Vernon Franklinitic, iron and zinc mining district, and has a large local trade, extensive manufactures of paper, cement, lime, bricks, etc., and a population of 600.

**Hamburgh Junction** (Sussex co.), mail Hamburgh.

**Hamden, or Hamden Siding** (Hunterdon co.), a hamlet on the Lehigh Valley Railroad, 2 miles e. of Sidney. Population, 50.

**Hamilton, or Shark River** (Monmouth co.), a post village  $2\frac{1}{2}$  miles s.e. of Shark River station of the New Jersey Southern Railroad, and on the Shark River; it has a lumber mill, a grist mill, and a bank. Population, 63.

**Hamilton, or Hamilton Station** (Somerset co.), a hamlet on the Delaware and Bound Brook Railroad, about 8 miles s.s.w. of Bound Brook.

**Hamilton Square** (Mercer co.), a post village 3 miles e. of Lawrence station, and  $2\frac{3}{4}$  miles w.n.w. of Robbinsville; it has a population of 500, an extensive rubber works, and two carriage factories.

**Hamilton Works** (Essex co.), mail Newark.

**Hammonton** (Atlantic co.), a post village, of 1776 inhabitants, on the Camden and Atlantic Railroad, 5

miles s.e. of Winslow Junction, in a fruit-growing district; it has a large local trade, a profitable shipping trade in fruit, domestic wines, etc., and extensive manufactures of boots and shoes, etc.

**Hampton** (Burlington co.), mail Atsion.

**Hampton** (Hunterdon co.), mail New Hampton.

**Hampton** (Sussex co.), mail Newton.

**Hampton Junction** (Hunterdon co.), mail Junction.

**Hampton Station** (Burlington co.), mail Atsion.

**Hancock's Bridge** (Salem co.), a post village on the Alloways Creek, 5 miles s. of Salem, having a grain elevator and a carriage and wagon factory. Population, 175.

**Hancock Bridge** (Warren co.), mail Broadway.

**Handview** (Somerset co.), mail Bound Brook.

**Hanfield** (Passaic co.), mail Ringwood.

**Hanover** (Burlington and Morris cos.), a hamlet on the New Jersey Southern Railroad, 4 miles e. of New Lisbon; and a post village on the Passaic River and on the Morris and Essex Railroad, 6 miles e. of Morristown, having a carriage and wagon factory and a good local trade. Population, 300.

**Hanover** (Sussex co.), mail Newton.

**Hanover Furnace** (Burlington co.), a hamlet on the Rawocas Creek, 3 miles n. of Hanover; it takes its name from an old furnace long out of operation. The residents sustain themselves by farming and cranberry culture. Population, 75.

**Hanover Iron Works** (Burlington co.), mail Bordertown.

**Hanover Neck** (Morris co.) mail Hanover.

**Hanover Township** (Morris co.), mail Hanover.

**Harbor** (Essex co.), mail Irvington.

**Harbortown** (Hunterdon co.), mail Lambertville.

**Harbortown** (Mercer co.), a hamlet near Pennington.

**Hardenberg Corners** (Middlesex co.).

**Hardie's Township** (Sussex co.), mail Franklin Furnace.

**Harding, and Hardingville** (Gloucester co.), adjacent hamlets, the former on, and the latter near the Bridgeton branch of the West Jersey Railroad, 3 miles s. of Glassborough.

**Hardistown** (Sussex co.), a hamlet on the New Jersey Midland Railway, near Hamburgh.

**Hardwick** (Warren co.), a post hamlet on a tributary of the Paulinskil. Population, 583.

**Harlingen** (Somerset co.), a post village on the Mercer and Somerset Railroad, 6 miles s.w. of Millstone and 1 mile s.e. of Harlingen station, a hamlet on the Delaware and Bound Brook Railroad; the village has a carriage and wagon factory.

**Harlingen Station** (Somerset co.), mail Harlingen.

**Harmer'sville** (Salem co.), a post hamlet 1 mile e. of Hancock's Bridge. Population, 75.

**Harmoneton** (Camden co.), mail Winslow.

**Harmony** (Burlington, Monmouth, Morris, Salem and Warren cos.), (1) a former name of New Gretna;

(2) a hamlet near Middletown; (3) a hamlet 4 miles w.n.w. of Morristown; (4) a hamlet 5 miles n.w. of Carlsburg; and (5) a post village 2½ miles e. of Dempsey's and 3 miles n.w. of Cooksville. The last has a good local trade and a mill.

**Harmony** (Cumberland co.), mail Cohansey.

**Harmony Church** (Ocean co.), mail Jackson's.

**Harmony Mills** (Passaic co.), mail Paterson.

**Harmony Plain** (Somerset co.), mail Finderne.

**Harmony Vale** (Sussex co.), mail Hainburgh.

**Harvey's Mills** (Passaic co.), mail Passaic.

**Harp's Mills** (Union co.), mail Springfield.

**Harrington** (Bergen co.), mail Closter.

**Harris** (Burlington co.), a hamlet on the New Jersey Southern Railroad, e.n.e. of Atsion.

**Harris Lane** (Somerset co.), mail Bound Brook.

**Harris Mills** (Cumberland co.), mail Cohansey.

**Harrison** (Gloucester co.), mail Mullica Hill.

**Harrison, or East Newark** (Hudson co.), a large village on the Passaic River, opposite Newark. Three railroads—the Morris and Essex, the Philadelphia and New York (through line) branch of the leased lines of the Pennsylvania, and the Paterson and Newark branch of the Erie—pass through the village, which has a large local trade and extensive manufactures, including oil-cloth, enameled cloth, trunks, wire, thread, etc. Population, 5510.

**Harrisonville** (Essex co.), mail Belleville.

**Harrisonville** (Gloucester and Salem cos.), a post village on the Old Man's Creek, 6 miles s.e. of Swedesborough, having a lumber and a grist mill, and a hamlet on the Salem Creek 2½ miles n. of Salem. Population, 400.

**Harrisonville** (Warren co.), mail Belvidere.

**Harrisville** (Burlington co.), a village on the Wading River, 10 miles s.s.e. of Harris; having a paper mill and being much interested in fruit culture and fishing. There are numerous cranberry bogs here and in the vicinity.

**Harsimus Cove** (Hudson co.), mail Jersey City.

**Hartford** (Burlington co.), a post hamlet on the Camden and Burlington County Railroad, 4 miles e. of Moorestown. Population, 100.

**Hartzell's Ferry** (Warren co.), mail Belvidere.

**Hawkhurst** (Hudson co.), mail Hoboken.

**Hawkinsville** (Atlantic co.), mail Tuckahoe.

**Haworth** (Bergen co.), a hamlet on the Jersey City and Albany Railroad, and 1 mile w. of Closter.

**Hawthorne** (Passaic co.), a post hamlet, a suburb of Paterson, at the intersection of the New Jersey Midland and Erie Railways. Population, 200.

**Hazelhurst** (Hudson co.), mail Hoboken.

**Hazelwood Farm** (Union co.), mail Rahway.

**Hazen** (Warren co.), mail Belvidere.

**Hazlet** (Monmouth co.).

**Heachland** (Morris co.), mail Schooley's Mountain.

**Head Lane** (Somerset co.), mail Potteryville.

**Headleytown** (Union co.), mail Union.

**Head of River** (Atlantic co.), mail Tuckahoe.

**Headquarters** (Hunterdon co.), a hamlet near Ringoes Station; mail Sergeantsville.

**Hedden** (Monmouth co.), near Middletown.

**Hedden's Corner** (Monmouth co.), mail Red Bank.

**Hedger House** (Burlington co.), mail Shamong.

**Heislerville** (Cumberland co.), a post hamlet 2 miles e. of Bay Side View, supported by oyster fisheries. Population, 93.

**Hell's Kitchen** (Ocean co.), mail Manchester.

**Helm's Cove** (Salem co.), mail Penn's Grove.

**Hemlock Falls** (Essex co.), mail South Orange.

**Hendrickson** (Monmouth co.), a hamlet near Squankum.

**Hensfoot** (Hunterdon co.), a hamlet near Midvale.

**Herbertown** (Mercer co.), mail Lambertville.

**Herbertsville** (Middlesex and Ocean cos.), the station name of Old Bridge, and a hamlet on the Manasquan River, opposite Allenwood.

**Herman** (Burlington co.), mail Green Bank.

**Hesstown** (Cumberland co.), mail Manumuskin.

**Hessville** (Cumberland co.), a hamlet 3 miles n.e. of Manumuskin.

**Hewitt** (Passaic co.), a post hamlet on the Montclair and Greenwood Lake Railroad, near the north-east boundary of the State. Population, 200.

**Hewittsville** (Atlantic co.), near Port Republic.

**Hibernia** (Morris co.), a mining and post village, the northern terminus of the Hibernia Mines Railroad, 3 miles n. of Rockaway. It has a large local trade, an important shipping trade in iron ore and its products, a number of the most productive mines of the State being located here and in the immediate vicinity. Population, 1500.

**Hickory Corners** (Somerset co.), mail Pluckemin.

**Hickory Corners** (Mercer co.), mail Hightstown.

**Higbee's Landing** (Cape May co.), a hamlet on the Delaware Bay, 4½ miles n. of Cape May Point, supported by fishing—oysters, clams and crabs being abundant.

**Higbeville** (Atlantic co.), a hamlet in the Great Bay, e.s.e. of Port Republic, supported by fishing.

**High Bridge** (Hunterdon co.), a post village of 750 inhabitants, on the Central Railroad of New Jersey, the southwestern terminus of the High Bridge branch, 4 miles s.s.e. of Junction. It has a large local trade, extensive manufactures of car-wheels and axles, flour, etc., and iron mines.

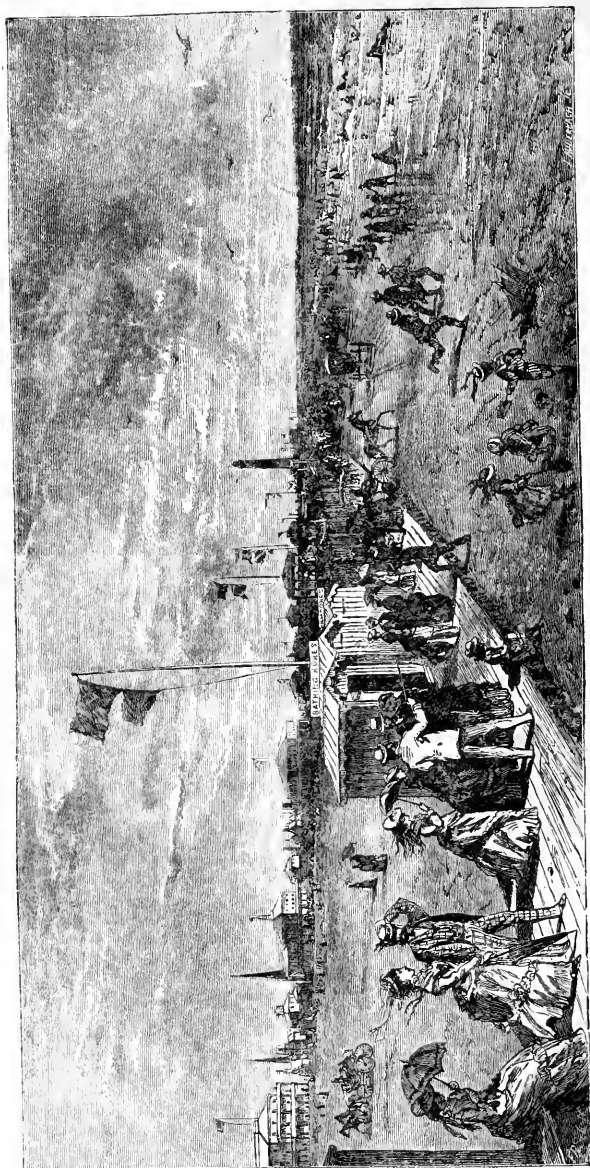
**Highland** (Bergen co.), a hamlet on the Northern Railroad of New Jersey, 1 mile n. of Englewood.

**Highland** (Monmouth co.), mail Leonardville.

**Highland Avenue** (Essex co.), mail Orange Valley.

**Highlands** (Monmouth co.), a village near Middletown Station, having many handsome villas. Population, 1800.

**Highlands of Navesink** (Monmouth co.), a popular summer resort on the Sandy Hook peninsula, on the New Jersey Southern Railroad, 4 miles s. of Sandy Hook pier. It has numerous boarding houses, many private mansions, and a postoffice called Highlands.



THE BEACH—ATLANTIC CITY DURING THE SEASON.

**Hightstown** (Mercer co.), a post borough on the Camden and Amboy and the northern terminus of the Pemberton and Hightstown Railroad, and on the Millstone River, having a large local trade and two excellent educational institutions. Its population is 3000, and supports two national banks.

**Highwood Park** (Bergen co.), mail Tenafly.

**Hilliard Place** (Ocean co.), mail Whiting.

**Hill Park** (Essex co.), mail Newark.

**Hillsborough** (Somerset co.), a post hamlet on the Mercer and Somerset Railroad, 3 miles s.w. of Millstone. Population, 125.

**Hillsdale** (Bergen and Monmouth cos.), a post hamlet on the New Jersey and New York Railroad, n. of Westwood; and a hamlet on the Freehold and Keyport Railroad, n. of Barrentown. Population, 80.

**Hill Side** (Hudson co.), mail Newark.

**Hilton** (Essex co.), mail West Newark.

**Hilt's Mines** (Sussex co.), mail Stanhope.

**Hobarts** (Union co.), station East Summit.

**Hoboken** (Hudson co.), a city and port of entry on the Hudson River, having Jersey City adjoining it on the south and Weehawken on the north. It is the eastern terminus of the Delaware, Lackawanna and Western Railroad, and three lines of European steamships have their American port here. It has a very large local trade and a valuable foreign commerce. It is one of the largest centres for coal traffic and shipment in the country. Its manufactures are also extensive and valuable, including a large manufactory of lead-pencils, numerous foundries, machine shops, etc. Its business supports two banks (one national). Its population is 30,999.

**Hockamick** (Burlington co.). See BRINDLETOWN.

**Hockamick Mills** (Burlington co.).

**Hogtown** (Union co.), mail Rahway.

**Hohokus** (Bergen co.), a post village on the Erie Railroad 2 miles n. of Ridgewood, and on a tributary of the Hackensack River. In the village and its vicinity are a number of large manufacturing establishments, including a paper mill, two cotton factories, carriage and wagon works, etc. Population, 350.

**Hollaund** (Hunterdon and Monmouth cos.), a post village on the Delaware River and on the Belvidere Delaware Railroad, 6 miles above Frenchtown; and a hamlet on the Central Railroad of New Jersey, 2 miles w. of Middletown. Population, 60.

**Holly Nook** (Monmouth co.), mail Navesink.

**Holmansville** (Morris co.), mail Mendham.

**Holmansville** (Ocean co.), a hamlet w.n.w. of Bricksburg.

**Holmdel** (Monmouth co.), a post village on Hop Brook, 4 miles s. of Holmdel Station, which is on the Central R.R. of New Jersey, 2 miles e.s.e. of Matawan. Holmdel has a good local trade. Population, 263. At Holmdel Station is a hamlet called Bethany.

**Holmesburgh** (Burlington co.), mail Budd Town.

**Homestead** (Hudson co.), a post village on the New Jersey Midland and the Northern Railroad of

New Jersey,  $\frac{1}{2}$  mile n. of West Hoboken. It has an extensive silk factory, an iron foundry, and many large and valuable market gardens, and contains many handsome mansions and numerous flourishing stores. Population, 50.

**Homesteadville** (Camden co.), a hamlet near Merchantville.

**Hook Mountain** (Morris co.), mail Pine Brook.

**Hopateong** (Morris co.), a post village and summer resort on the Hopatcong Lake. It is easy of access by the Morris and Essex Railroad, and yet sufficiently retired to be a quiet retreat, while it is in the midst of charming scenery. Population, 300.

**Hop Brook** (Monmouth co.), a hamlet on a small stream of the same name near Holmdel.

**Hope** (Warren co.), a post village of 500 inhabitants, 5 miles e.n.e. of Delaware, and on the north branch of the Pequest River, with considerable iron manufactures and a good local trade.

**Hope Mills** (Passaic co.), mail Paterson.

**Hopeville** (Monmouth co.), a post hamlet on the Shark River,  $2\frac{1}{2}$  miles w. of Ocean Beach and 4 miles e. of Farmingdale. Population, 37.

**Hopewell** (Mercer and Sussex cos.), a post village at the intersection of the Delaware and Bound Brook and Mercer and Somerset Railroads, 5 miles n. of Pennington; and a mining hamlet near Ogdenburg. The former is the business centre of a rich farming district, and has a population of 500, a large local trade and a valuable shipping trade in the products of market gardens, orchards and dairies.

**Hopewell** (Cumberland co.), mail Bridgeton.

**Hopewell** (Gloucester co.), mail Malaga.

**Hopping** (Monmouth co.), a hamlet on the Port Monmouth branch of the New Jersey Southern Railroad, 2 miles s. of Port Monmouth.

**Horicon** (Ocean co.), mail Manchester.

**Hornerstown** (Ocean co.), a post village 1 mile from Hornerstown Station; (Monmouth co.), a hamlet on the Pemberton and Hightstown Railroad. Population, 164.

**Hornerstown Station** (Monmouth co.), mail Hornerstown.

**Hornstead** (Camden co.), mail Merchantville.

**Horse Neck** (Essex co.), mail Caldwell.

**Horse Pond** (Morris co.), mail Dover.

**Horton** (Morris co.), a hamlet on the Chester branch of the Morris and Essex Railroad, 2 miles n.e. of Chester.

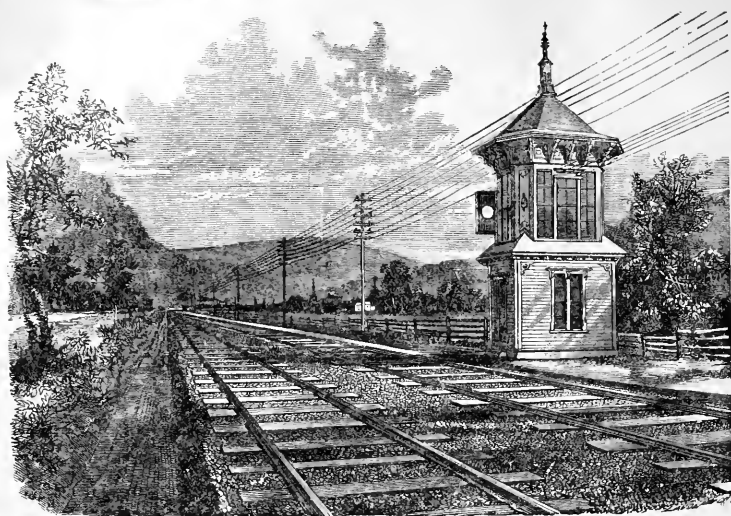
**Hotel** (Burlington co.), a hamlet n. of Hanover and near Hanover Furnace.

**Houtenville** (Middlesex co.), a hamlet on the Philadelphia and New York (through line) Railroad, 2 miles s.w. of Rahway.

**Howard** (Warren co.), the postoffice name of Southtown. Population, 35.

**Howell** (Monmouth co.), the station for Turkey.

**Howell's Fishery** (Gloucester co.), mail Woodbury.



THE TRACK ON THE PENNSYLVANIA AND NEW YORK LINE.

**Howell's Mills** (Sussex co.), mail Newton.  
**Howell Station** (Monmouth co.), mail Turkey.  
**Howellsville** (Sussex co.), a mining hamlet adjoining Sussex Mills.

**Howe's Corner** (Sussex co.), mail Monroe.  
**Hoylestown** (Morris co.), mail Parsippany.  
**Hudson, or Hudson City** (Hudson co.), a former post village; since 1870 a part, with a branch post-office, of Jersey City.

**Hudson** (Monmouth co.), mail Red Bank.  
**Hudson Quarry** (Sussex co.), mail Newton.  
**Hudson River Chemical Works** (Bergen co.), mail Edgewater.

**Huffman's** (Middlesex co.), a hamlet on the Freehold and Jamesburg Railroad, 1 mile s.e. of Lower Jamesburg.

**Hughesville** (Warren co.), a hamlet on the Musconetcong River, 3 miles above Kiegelsville and 2 miles e. of Pohatcong.

**Hunterdon** (Passaic co.), mail Passaic.  
**Hunter's Lodge** (Burlington co.), mail Brown's Mills.

**Hunter's Mill** (Atlantic co.), mail Tuckahoe.  
**Huntly** (Union co.), a hamlet on the Morris and Essex Railroad, 1 mile n. of East Summit.

**Hunt's Corners** (Mercer co.), mail Titusville.  
**Hunt's Mills** (Sussex co.), a post hamlet 5 miles w. of Andover, on a tributary of the Pequest River, which supplies power for a lumber and a grist mill. Population, 50.

**Huntsville** (Sussex co.), a post village 2 miles

w.s.w. of Andover, on the Pequest River, which affords power for several mills. Population, 34.

**Hurd Mines and Hurdtown** (Morris co.), two contiguous mining hamlets on the Ogden Mines Railroad, 2½ miles n.e. of Hopatcong, having iron mines.

**Hurdtown Mines** (Morris co.), mail Woodport.

**Hurffville** (Gloucester co.), a post village on the Mantua Creek, 2 miles e. of Barnsborough. Population, 179.

**Husted** (Cumberland co.), a hamlet on the Bridge-ton branch of the West Jersey Railroad, 5 miles s. of Elmer.

**Hutchinson's** (Warren co.), a hamlet on the Delaware River and on the Belvidere Delaware Railroad, 4 miles below Belvidere.

**Hyler's Station** (Passaic co.), mail Passaic.

**Imlay's Mills** (Burlington co.), a former name of Jacksonville.

**Imlaystown** (Monmouth co.), a post village on the Pemberton and Hightstown Railroad, n. of Davis, having a large local trade and a good shipping trade in the dairy, orchard and garden products of a fertile district of which it is the centre. Population, 200.

**Imleydale** (Warren co.), mail Junction.

**Independence** (Warren co.), mail Hackettstown.

**Independence or Independence Corner** (Sussex co.), a hamlet on the Wallkill, 4½ miles n. of Hamburg.

**Indian Lake** (Burlington co.), mail Woodmansie.

**Indian Mills** (Burlington co.), population 75.

**Ingleside** (Warren co.), mail Morristown.

**Ioling Vineyard** (Atlantic co.), mail Egg Harbor.  
**Iona** (Gloucester co.), a hamlet on the West Jersey Railroad (both the Cape May and Atlantic City lines), 1 mile s.e. of Franklinville, having a grist and a saw mill. Population, 70.

**Ireland Mills** (Cumberland co.), mail Bridgeton.  
**Irish Mills** (Ocean co.), a former name of Van Hiseville.

**Irishtown** (Morris co.), mail Mine Hill.  
**Iroindale** (Morris co.), a hamlet near Port Oram.  
**Ironia** (Morris co.), a mining hamlet on the Chester branch of the Morris and Essex Railroad, 5 miles n.e. of Chester; it takes its name from a valuable mine of iron ore; population 30.

**Iron Mills** (Atlantic co.), mail Hammonton.  
**Irrington** (Essex co.), a post village, a suburb w. of Newark, having many handsome mansions and a population of 1500.

**Iselin** (Middlesex co.), the postoffice name of Uniontown; population 63.

**Island Heights** (Ocean co.), population 71.  
**Jackson or Jackson Glass Works** (Camden co.), a hamlet near Atco, having an extensive glass works.

**Jackson** (Middlesex co.), a hamlet near South River.

**Jacksonburg** (Warren co.), a hamlet 1 mile n.w. of Blairstown.

**Jackson's Mills** (Ocean co.), a post hamlet on the Meredeconk River, which affords power for a saw and a grist mill; it is 6 or 7 miles n.w. of Bricksburg; population 200.

**Jackson's Mill Pond** (Ocean co.).  
**Jackson's Township** (Warren co.).

**Jackson's Valley** (Warren co.), mail Belvidere.  
**Jackson's Village** (Essex co.), mail Orange.

**Jacksonville** (Morris co.), mail Pompton Plains.  
**Jacksonville** (Burlington, Gloucester and Middle-

sex cos.), a post village, formerly Imlay's Mills, on the Assiscunk Creek, 5 miles e. of Burlington, population 129; (2), a hamlet with extensive marl beds, 2½ miles n.w. of Pitman, and (3) a hamlet between Old Bridge and Matawan.

**Jacksonville** (Hunterdon co.), mail Lebanon.  
**Jacobstown** (Burlington co.), a post village 2 miles n.w. of Cookstown; population 105.

**Jaque's Flour Mills** (Morris co.), mail Morris.  
**Jahokeville** (Cumberland co.), mail Bridgeton.

**Jamesburg** (Middlesex co.), a post village on the Manalapan River and on the Freehold and Jamesburg, at the intersection of the Camden and Amboy Railroad; the business centre of a fine agricultural district, it has a large local trade and a valuable shipping trade in garden, orchard and dairy products; the river affords power for a large grist mill and it has an extensive shirt factory; the business of the village and district supports a national bank; the New Jersey State Reform School, for juvenile culprits, is situated here; the population is about 1000.

**Janvier** (Gloucester co.), population 150.

**Jeffers' Landing** (Atlantic co.), a fishing hamlet on the Great Egg Harbor River, ½ mile above the Great Egg Harbor.

**Jefferson** (Gloucester co.), a post village, formerly called Richards' Hill, 2 miles w. of Barnsborough, having a wagon works; population 125.

**Jefferson** (Morris co.), mail Milton.  
**Jefferson Cottage** (Passaic co.), mail Paterson.

**Jefferson Mills** (Morris co.), mail Whippany.  
**Jefferson Township** (Morris co.), mail Woodport.

**Jefferson Village** (Essex co.), mail South Orange.  
**Jeukins Neck** (Burlington co.), mail Shamong.

**Jenningsville** (Gloucester co.), mail Almonesson.  
**Jericho** (Cumberland co.), a hamlet on the Stow

Creek, and 5 miles n.w. of Bowentown.

**Jericho** (Gloucester co.), mail Woodbury.

**Jersey City** (Hudson co.), the second city of the State in population and wealth, a port of entry, and the capital of the county; is bounded on the e. by the Hudson River and New York Bay, on the s. by Bayonne, on the n.w. by the Newark Bay, on the w. by the Hackensack River and on the n. by Bergen Township and Hoboken. The population has increased very rapidly since 1850, when it was but 6856; in 1860, 29,226; in 1870 (including Hudson and Bergen, annexed in that year), 82,546, and in 1880, 120,728. Jersey City owes its prosperity in part to its extensive and varied manufactures, but possibly in a greater degree to its immense trade, being the rail terminus of all the great railroads of the State that have the city of New York as an ultimate terminus; it is also the eastern terminus of the Morris Canal, and is directly connected with the New York, New Haven and Hartford, and the New York and New England Railroads, by steam ferry to their tracks at Port Morris, N. Y., while the Erie Railroad has a ferry from its depot here to Brooklyn. The foreign commerce of Jersey City is large and valuable, though much that actually belongs to it is credited to the New York custom house, and the domestic commerce is still larger, including immense quantities of iron, coal, produce and general merchandise, brought to and shipped from this city, besides the manufactures of its many extensive establishments. Among the leading manufacturing establishments are the works of the United States Watch Company, three locomotive and railroad supply manufactories, three steel works, three foundries, one immense foundry and machine shop, three boiler works, three crucible manufactories, two extensive sugar refineries, numerous glass-works, zinc-works, potteries, planing mills, and manufactories of rubber goods, jewelry, chemicals, lead pencils, fireworks, castor and linseed oils, hardware, copper ware, hydrants, etc.; here are located also stock-yards and an abattoir claimed to be one of the largest, most complete and best appointed establishments of the kind in the world. Jersey City has three national banks, one State bank, six savings banks and three insurance companies.

**Jersey City and Albany Junction** (Bergen co.), mail Hackensack.

**Jersey City Heights** (Hudson co.).

**Jerseyville** (Monmouth co.), a hamlet near Turkey.

**Jerusalem Valley** (Union co.), mail Scotch Plains.

**Jobstown** (Burlington co.), a post village on the Kinkora branch of the Camden and Amboy and Pemberton and Hightstown Railroads, 4 miles n.w. of Lewistown, having a carriage and wagon works; population 125.

**Johnson's** (Hunterdon co.), a hamlet on the Belvidere Delaware Railroad, 1 mile below Raven Rock.

**Johnsburg** (Warren co.), a post village 6 miles s.e. of Blairstown, having a good local trade, an extensive glove factory, and a population of 300.

**Johnson's Ferry** (Hunterdon co.).

**Johnson's Mill** (Hunterdon co.), mail Lebanon.

**Johnsontown** (Atlantic co.), a hamlet e. of Port Republic.

**Jones' Island** (Cumberland co.), mail Cedarville.

**Jones' Mill** (Burlington co.), a hamlet on the west branch of the Wading River, near Shamong.

**Jones' Mill** (Cumberland co.), mail Manumuskun.

**Jonestown** (Warren co.), mail Oxford.

**Jordentown** (Camden co.), mail Merchantville.

**Jugtown** (Hunterdon co.), mail West End.

**Juliestown** (Burlington co.), a post village on the Kinkora branch of the Camden and Amboy and Pemberton and Hightstown Railways, 2 miles n.w. of Lewistown, having a considerable local trade. Population, 400.

**Jumping Point** (Monmouth co.), mail Oceanic.

**Junction** (Hunterdon, Burlington and Somerset cos.), a post village of 1100 inhabitants, at the junction of the Central Railroad of New Jersey and the Delaware, Lackawanna and Western, 8 miles n.e. of Bloomsbury; it has extensive railroad repair shops, etc., and a large local trade; (2), a hamlet near Pemberton, at the junction of the Camden and Burlington County, the Pemberton and Hightstown and a branch of the New Jersey Southern Railroads; (3), a hamlet at the intersection of the Delaware and Bound Brook and the Lehigh Valley Railways, 3 miles s.w. of Bound Brook.

**Junction** (Middlesex co.), mail Woodbridge.

**Kaighn's Point** (Camden co.), mail Camden.

**Kalakan** (Burlington co.), mail Shamong.

**Kalorama** (Warren co.), mail Blairstown.

**Kaun** (Burlington co.), mail Budd Town.

**Karsville** (Warren co.), a village 2 miles n.w. of Port Murray. It is on the Hopatcong Creek, which supplies power for a large grist-mill, and has a carriage and wagon factory. Population, 46.

**Kearney** (Hudson co.), a hamlet on the Montclair and Greenwood Lake Railroad.

**Keeler's Corner** (Burlington co.), mail Pemberton.

**Keertown Mines** (Sussex co.), mail Woodport.

**Kennedy** (Warren co.), a hamlet on the Lehigh Valley Railroad, 2 miles w.n.w. of Musconetcong.

**Kennedysburgh** (Sussex co.), mail Tranquility.

**Kennedy's Mill** (Hunterdon co.), mail New Germantown.

**Kennedystown** (Sussex co.), mail Tranquility.

**Kenvil** (Morris co.), a hamlet on the 11th Bridge branch of the Central Railroad of New Jersey, at the junction of a short connecting road to Drakesville station of the Morris and Essex Railroad.

**Keyport** (Monmouth co.), a large post village, the northern terminus of the Freehold and Keyport Railroad, 2½ miles n.n.e. of Matawan, and on the Raritan Bay. It has several excellent hotels, numerous boarding houses and many elegant private villas. The facilities for fishing and boating, the beauties of the scenery and delightful temperature, make Keyport a popular resort in the summer months. But it is also a populous and flourishing village, having a population of 3000, a large local trade and a valuable shipping trade, by steam and sailing vessels, of vegetables, fruit, butter, oysters and other fish, and various manufactures of mid-east New Jersey; it has also a large canning establishment, and the building of sloops, schooners and boats is largely carried on.

**Kill** (Warren co.), a hamlet on the Paulinskill, 5 miles n.e. of Columbia.

**Kill Mills** (Warren co.), a village on the Paulinskill, 2 miles e.n.e. of Columbia, having a lumber and a grist mill and a large manufactory of writing slates.

**Kinderhamack** (Bergen co.), a village on the New Jersey and New York Railroad.

**Kingsland** (Bergen co.), a post village on the Jersey City and Denville branch of the Delaware, Lackawanna and Western Railroad, 4 miles s.s.w. of Passaic. The railroad company has repair shops here.

**Kingsland Farm** (Morris co.), mail Dover.

**Kingsland Mills** (Essex co.), mail Franklin.

**Kingston** (Somerset co.), a post village on the Raritan Canal and on the western extension of the Freehold and Jamesburg Railroad, 3½ miles w. of Monmouth Junction, having a population of 600, a large local trade, a good shipping trade in farm products and manufactures, and extensive manufactures of sashes and blinds, carriages, flour, etc.

**Kingwood and Kingwood Station** (Hunterdon co.), a post village and a hamlet, both in Kingwood Township, but 4 miles apart, the latter being on the Delaware River and on the Belvidere Delaware Railroad, 2 miles below Frenchtown, and the former 2½ miles n.e. of Tumble, which is 5 miles s. of Kingwood Station.

**Kinkora** (Burlington co.), a post village on the Delaware River and on the Camden and Amboy Railroad, the northwestern terminus of a branch to Lewistown, Pemberton and New Lisbon. It has two brickyards and two or three large storehouses for ice.

**Kinsey's Corner** (Middlesex co.), mail Perth Amboy.



**Kirkwood** (Camden co.), a post hamlet on the Camden and Atlantic Railroad, 5 miles w. of Haddonfield. Population, 105.

**Kishball Mines** (Warren co.), mail Danville.

**Kline's Mills** (Somerset co.), mail Pluckemin.

**Klinesville** (Hunterdon co.), a hamlet near Rowland Mills.

**Knowlton** (Warren co.), a post village 4 miles n.e. of Delaware; it was formerly called Centreville. Population, 45.

**Knowlton Mills** (Warren co.), mail Polkville.

**Kokosburgh** (Hunterdon co.), mail Lebanon.

**Lacy** (Ocean co.), a hamlet on the Tuckerton Railroad, between Whiting and Barnegat Junction.

**La Fayette** (Sussex co.), a post village on the Sussex Railroad, 5 miles n.n.e. of Newton, and on a branch of the Paulinskill, which affords power for two grist-mills; it has also a good local trade and a zinc mine. Population, 378.

**La Fayette** (Hudson co.), mail Jersey City.

**Lake** (Gloucester co.), mail Malaga.

**Lake** (Morris co.), mail Flanders.

**Lake Dale** (Camden co.), a hamlet on the Williamstown Railroad, 4 miles s.w. of Atco.

**Lake Hopateong** (Morris co.), mail Hopatcong.

**Lake Side House** (Passaic co.), mail Greenwood Lake.

**Lake View** (Passaic co.), a post hamlet on the Paterson and Newark Railroad, a suburb of Paterson on the south. Population, 100.

**Lake View House** (Morris co.), mail Hopatcong.

**Lake Wood** (Essex co.), mail Orange.

**Lake Wood** (Ocean co.), mail West Meredeconk.

**Lamberton** (Mercer co.), mail Trenton.

**Lambertville** (Hunterdon co.), a post village of 4183 inhabitants, on the Delaware River and on the Belvidere Delaware Railroad,  $\frac{1}{4}$  mile from the southwestern terminus of the Lambertville and Flemington branch road. It has a large local and shipping trade and extensive manufactures, supporting two national banks and two newspapers. Its manufacturing establishments comprise two paper mills, several grist mills, a saw and planing mill, and manufactories of rubber goods, ropes, twine, etc. A bridge crosses the Delaware at Lambertville.

**Lamington** (Somerset co.), a post hamlet.

**Laudis** (Cumberland co.), mail Vineland.

**Landisville** (Atlantic co.), a post village of the New Jersey Southern Railroad, 6 miles n.e. of Vineland and 1 mile n.w. of Buena Vista. Population, 100.

**Landsdown** (Hunterdon co.), a hamlet on the Lehigh Valley Railroad, 1 mile w. of Sidney.

**Lane's Mills** (Ocean co.), mail Meredeconk.

**Langdon** (Monmouth co.), mail Navesink.

**Langdon Hall** (Union co.), mail Rahway.

**La Porte** (Essex co.), mail Newark.

**Larger Cross Roads** (Somerset co.).

**Larisonville** (Hunterdon co.), a hamlet 2½ miles s.e. of Kingwood Station.

**Larison's Corners** (Hunterdon co.), mail Ringoes.

**Lathrop** (Morris co.), mail Morris Plains.

**Laurel** (Camden co.), mail Kirkwood.

**Laurel Cliff** (Monmouth co.), mail Navesink.

**Laurel Hill** (Essex co.), mail Belleville.

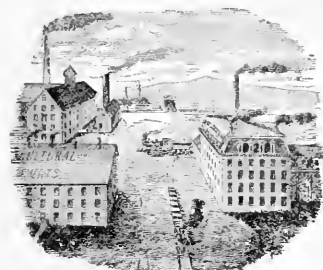
**Laurel Grove** (Sussex co.), mail Newton.

**Laurel Mills** (Camden co.), mail Kirkwood.

**Lavonton** (Camden co.), mail Camden.

**Lawrence** (Sussex co.).

**Lawrence Station** (Mercer co.), see LAWRENCEVILLE. Population, 25.



MILLS AT PATERSON.

**Lawrenceville** (Gloucester and Mercer cos.), a hamlet near Swedesborough; and (2) a post village of 600 inhabitants, 4 miles s.e. of Pennington and 5 miles n. of Lawrence Station, which is a post village on the Philadelphia and New York (through line) Railroad of the Pennsylvania Railroad's leased lines, 3 miles n.e. of Trenton. The village of Lawrenceville has a large local trade, and Lawrence Station a considerable shipping trade in dairy, truck and garden products.

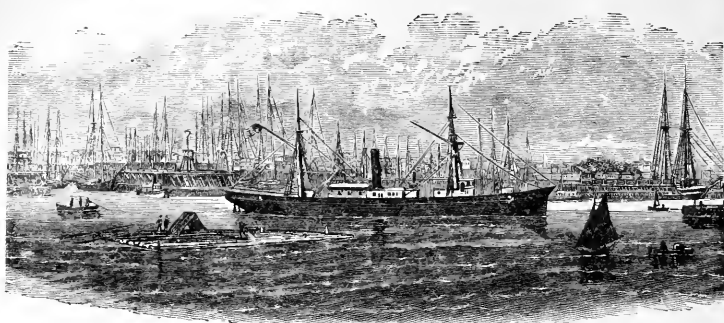
**Layton** (Sussex co.), a post village near the Delaware River, opposite Dingman's Ferry, Pa., and on an arm of the Wallpack River, which affords power for a large grist-mill. It has a considerable local trade. Population, 51.

**Leaming Mills** (Cumberland co.), a hamlet on the Manantico Creek, which supplies power for two grist-mills. It is 2½ miles e. of Millville.

**Lebanon** (Burlington and Hunterdon cos.), a hamlet on the New Jersey Southern Railroad, 2 miles s.w. of Woodmansie, and (2), a post village of 500 inhabitants, on the Central Railroad of New Jersey, 2½ miles s.e. of High Bridge, supported by dairy, truck and orchard farming, the products of which are shipped here for the New York market; it has also a good local trade. Lebanonville is the local designation of a part of the village separated from it by the railroad.

**Lebanon Glass Works** (Burlington co.), mail Woodmansie.

**Lebanon Swamp** (Cumberland co.), mail Rosenhayn.



THE HUDSON RIVER AT HOBOKEN.

**Lebanon Township** (Hunterdon co.), mail Junction.

**Lebanonville** (Hunterdon co.), mail Lebanon.

**Leech's Mills** (Cumberland co.), mail Vineland.

**Leeds Point** (Atlantic co.), a post village on the Little Bay and near the Great Bay, the principal one of a series of fishing villages and hamlets along the bays and inlets from the south shore of the Great Bay to Absecon, the others being Johnsonstown, Higbeville, Smithville, Oceanville, Somersville and Conoversville; it has a considerable local trade; population, 208.

**Leedsville** (Atlantic and Monmouth cos.), a large fishing village 1 mile n. of Somers Point; (2), a village on the Hop Branch of the Navesink River, near its mouth, and 2 miles s.w. of Bridgeport.

**Leesburg** (Cumberland co.), a post village on the Maurice River, 3 miles above Bay Side View, supported by fishing and a considerable local trade; population, 179.

**Leetown** (Union co.), mail Rahway.

**Lehigh Junction** (Warren co.), mail Phillipsburgh.

**Lemontown** (Burlington co.), mail Lewistown.

**Leonardville** (Monmouth co.), a post village on the Sandy Hook Bay,  $2\frac{1}{2}$  miles from Port Monmouth, having a good local trade, a large fishery and a manufactory of oil, and an excellent fertilizer out of fish, etc.; population, 113.

**Leonia** (Bergen co.), a post hamlet on the Northern Railroad of New Jersey, n. of Ridgely; population 45.

**Lesser Cross Roads** (Somerset co.), a former and still a local name of Bedminster.

**Lewisburg** (Sussex co.), a hamlet near Decker-town.

**Lewistown** (Burlington co.), a post village at the intersection of the Pemberton and Hightstown and the Kinkora (branch) Railroads, 3 miles n. of Pemberton; it has a large local trade and a valuable shipping trade in the products of the market gardens,

orchards, dairies and manufactories of a populous and prosperous district; population, 208.

**Lewis Valley Mills** (Middlesex co.), mail Metuchen.

**Liberty Corner** (Somerset co.), a post village on the Dead River and 3 miles w.s.w. of Millington, having a good local trade and a carriage and wagon factory; population, 175.

**Libertyville** (Sussex co.), a post hamlet 3 miles n.w. of Deckertown, supported by stone quarrying. Population, 128.

**Limestone Switch** (Sussex co.), mail Andover.

**Lincoln** (Gloucester co.), mail Harrisonville.

**Lincoln** (Sussex co.), a post hamlet 5 miles w.s.w. of Andover.

**Lincoln Park** (Morris co.), a post village on the Morris Canal and the Denville branch of the Morris and Essex Railroad, 2 miles w. of Mountain View. Population, 50.

**Lin Corner** (Warren co.), mail Hope.

**Linden** (Camden co.), mail Camden.

**Linden** (Union co.), a post village on the Philadelphia and New York (through line) division of the leased lines of the Pennsylvania Railroad, midway between Rahway and Elizabeth; it has a population of 1000 and a good local trade.

**Linden Grove** (Essex co.), mail Belleville.

**Linden Hill** (Essex co.), mail Belleville.

**Lindley** (Passaic co.), mail Singac.

**Line Brook** (Morris co.), mail Morristown.

**Linwood** (Atlantic co.). See SOMERS POINT.

**Linwood** (Somerset co.). See PLUCKEMIN.

**Lisbon** (Burlington co.). See NEW LISBON.

**Little Brook** (Hunterdon co.), mail Califon.

**Little Egg Harbor** (Burlington co.), mail Tuckerton.

**Little Falls** (Passaic co.), a post village on the Passaic River, where it is crossed by the Morris Canal, on the Montclair and Greenwood Lake Railroad, 4 miles s.w. of Paterson, and  $\frac{3}{4}$  mile from Little Falls station of the Denville branch of the Morris and

Essex Railroad, which is  $3\frac{1}{2}$  miles w. of Paterson; it takes its name from a fall in the river which though by no means slight is much less than that at Paterson; the water-power afforded by the river is utilized in manufactures of woolen, cotton and silk goods, etc.; the population is 1000.

**Little Ferry** (Bergen co.), a post hamlet on the Hackensack River, opposite Ridgefield Park, supported by brick making. Population, 413.

**Little Pine Mill** (Burlington co.), mail Brown's.

**Little Rocky Hill** (Middlesex co.), mail Kingston.

**Little Silver** (Monmouth co.), population, 500.

**Littleton** (Morris co.), a post hamlet on a branch of the Whippany River and 2 miles n.e. of Morris Plains. Population, 187.

**Little Worth** (Cape May co.), a hamlet near Mount Pleasant.

**Little York** (Warren co.), mail Oxford.

**Little York** (Hunterdon co.), a post village s. of Bloomsburg. Population, 105.

**Livingston** (Essex co.), a post village  $4\frac{1}{2}$  miles w.n.w. of Valley Station, and  $3\frac{1}{2}$  miles e.s.e. of Hanover, the centre of a fertile district, with a large local trade. Population, 87.

**Livingston Glass Works** (Burlington co.), mail Woodmansie.

**Livingston Park** (Middlesex co.), mail New Brunswick.

**Llewellyn Park** (Essex co.), mail Orange.

**Lockport** (Essex co.), mail Newark.

**Lockport** (Monmouth co.), mail Keyport.

**Locktown** (Hunterdon co.), a post hamlet 7 miles w.s.w. of Flemington. Population, 43.

**Lockwood** (Sussex co.), a hamlet near Waterloo.

**Lockwood Mills** (Sussex co.), mail Stanhope.

**Locust Corners** (Mercer co.), a hamlet on the Millstone River, and  $2\frac{1}{2}$  miles n.w. of Hightstown.

**Locust Grove** (Union co.), mail Rahway.

**Locust Point** (Monmouth co.), mail Navesink.

**Lodi** (Bergen co.), a post village, the western terminus of a two-mile branch of the New Jersey and New York Railroad, the junction, called Lodi Junction, being 1 mile s. of Hackensack. It has an extensive chemical works and dye works. Population, 803.

**Lodi Junction** (Bergen co.), mail Lodi.

**Logansville** (Morris co.), a village  $2\frac{1}{2}$  miles e.n.e. of Bernardsville and 5 miles s.e. of Mendham. It has a lumber-mill and a pottery.

**Logantown** (Monmouth co.), a hamlet near Deal.

**Louisa** (Camden co.), late Berlin.

**Long Beach** (Burlington co.), a post village and summer resort at the southern extremity of a long, narrow, sandy island called by the same name, 6 miles from Edge Cove, with which it is connected by a steam ferry. It has several excellent hotels and boarding houses, and is a favorite resort of those who enjoy fishing and boating, as well as bathing.

**Long Beach** (Ocean co.), mail West Creek.

**Long Reach** (Cumberland co.), mail Port Norris.

**Long Branch** (Monmouth co.), a post village and one of the most popular summer resorts of the Atlantic coast, is connected by the New Jersey Southern and the Central Railroad of New Jersey, and their connections, with the cities of New York and Philadelphia, and with Cape May and Atlantic City. It is well drained, lighted with gas, and has numerous first-class hotels and excellent boarding houses, besides about 200 handsome cottages. It has also a famous trotting park and other attractions, a bank and many stores, and a resident population of about 6500.

**Long Hall** (Essex co.), mail Irvington.

**Long Hill** (Morris co.), a post hamlet 1 mile n. of Gillette. Population, 30.

**Longwood** (Morris co.), mail Berkshire Valley.

**Lopatcong** (Warren co.), a hamlet on the Lopatcong Creek and on the Central Railroad of New Jersey,  $2\frac{1}{2}$  miles e.s.e. of Phillipsburg, and  $\frac{1}{2}$  mile n. of Andover station of the Belvidere Delaware Railroad.

**Louisburg** (Sussex co.), an incorrect spelling of Lewisburg.

**Lowden** (Bergen co.), mail Schraalenburg.

**Lower Alloway's Creek** (Salem co.), mail Hancock's Bridge.

**Lower Bank** (Burlington co.), a post hamlet on the n. bank of Little Egg Harbor River, 9 miles n.e. of Egg Harbor City. Population, 63.

**Lower Hackensack** (Bergen co.), mail Hackensack.

**Lower Harmony** (Warren co.), mail Harmony.

**Lower Jamesburg** (Middlesex co.), a hamlet 2 miles s.s.e. of Jamesburg.

**Lower Longwood** (Morris co.). See UPPER L.

**Lower Macopin** (Passaic co.). See MACOPIN.

**Lower Mill** (Burlington co.), mail New Lisbon.

**Lower Mill** (Burlington co.). See UPPER MILL.

**Lower Neck** (Salem co.), mail Rosenhayn.

**Lower Pittstown** (Salem co.). See ELMER.

**Lower Squankum** (Monmouth co.), a post village 1 mile s.e. of Squankum, on the Manasquan River, which affords power for a grist and a lumber mill. It has a good local trade. Population, 198.

**Lower Valley** (Hunterdon co.), a post village on the south branch of the Raritan River, and on the High Bridge branch of the Central Railroad of New Jersey, 1 mile n. of Califon. Population, 147.

**Lowmoor** (Monmouth co.), a hamlet on the Sandy Hook peninsula, and on the New Jersey Southern Railroad, between Monmouth Beach and Seabright. Here is a private club-house.

**Loyalton** (Monmouth co.), mail Long Branch.

**Lumberton** (Burlington co.), a post village of 800 inhabitants, on the south branch of the Rancocas Creek and on the Medford branch of the Camden and Burlington County Railroad, 2 miles s. of Mount Holly. It has a good local trade, a large shipping trade in fruit, vegetables, butter, etc., and an extensive iron foundry.

**Lyndhurst** (Bergen co.), mail Kingsland.

**Lyons** (Somerset co.), a post hamlet on the New Jersey West Line Railroad, 2 miles n.w. of Millington.

**Lyons Farms** (Union co.), a post village 2 miles w. of Waverly, with a good local trade. Population, 45.

**Lyons Station** (Somerset co.), mail Lyons.

**Lyonsville** (Morris co.), a hamlet near Hibernia.

**McAfee's Valley** (Sussex co.), a post hamlet on the northeastern terminus of the South Vernon branch of the Sussex Railroad,  $4\frac{1}{2}$  miles n.e. of Hamburg; it has an iron mine and a lime-kiln.

**McCainsville** (Morris co.), a post village on the Chester branch of the Morris and Essex Railroad, 2 miles s.w. of Port Oram and 1 mile s. of Chester Junction; it has a large powder mill and iron mines.

**McLaughlin's Mills** (Union co.), mail Springfield.

**Macedonia** (Monmouth co.), mail Eatontown.

**Mackey's Mills** (Warren co.), mail Blairstown.

**Macopin** (Passaic co.), a hamlet, sometimes called Lower Macopin, 3 miles n.e. of Charlotteburg; 3 miles north is the post village of Upper Macopin.

**Maddington** (Salem co.), mail Salem.

**Madison** (Morris co.), a large post village on the Morris and Essex Railroad,  $3\frac{1}{2}$  miles s.e. of Morristown, having a population of 3003, a large local trade and considerable manufactures. The eastern part of the village is often distinctively denominated East Madison.

**Madison** (Middlesex co.), mail Old Bridge.

**Madison** (Union co.), mail Summit.

**Madison Avenue** (Bergen co.), mail River Edge.

**Madison Forge** (Passaic co.), mail Stockholm.

**Madison Park** (Passaic co.), mail Paterson.

**Madisonville** (Morris co.), mail Basking Ridge.

**Madisonville** (Somerset co.), a hamlet  $1\frac{1}{2}$  miles e. of Bernardsville.

**Mageta** (Ocean co.), mail Staffordville.

**Magnolia** (Camden co.), mail Haddonfield.

**Magnolia** (Ocean co.), mail Toms River.

**Magnolia** (Burlington co.), mail Pemberton.

**Magnolia** (Salem co.), mail Pedricktown.

**Mahwah** (Bergen co.), a post hamlet on the Erie Railway, at the n.e. boundary of the State, having a large lock factory. Population, 63.

**Mahwah Station** (Passaic co.), mail Mahwah.

**Maine Avenue** (Cumberland co.), a station of the New Jersey Southern Railroad, 2 miles n.e. of the station in Vineland.

**Maine Road** (Cumberland co.), mail Maine Avenue.

**Malaga** (Gloucester co.), a post village on the Maurice River and on the West Jersey Railroad (both the Cape May and Atlantic City lines),  $2\frac{1}{2}$  miles s.e. of Iona, having an extensive manufactory of window glass, a good local trade and a large shipping trade in fruit. Population, 450.

**Malapardis** (Morris co.), a hamlet near Whippany.

**Manahawkin**, or **Manahawken** (Ocean co.), a post village of 800 inhabitants, on the Tuckerton Railroad, 6 miles s.s.w. of Barnegat Junction; supported

by fishing, a large local trade and a shipping trade in oysters, clams, etc.

**Manalapan** (Monmouth co.), a post village 2 miles s.w. of Manalapan Station, a hamlet on the Freehold and Jamesburg Railroad, 3 miles w.n.w. of Freehold. The village is on both sides of the Manalapan (or South) River—the portion on the south bank being locally entitled Manalapanville—which affords power for a grist and a saw mill; it has also a carriage and wagon works and a good local trade. Population, 175.

**Manalapan Station** (Monmouth co.), mail Englishtown. Population, 37.

**Manantico** (Cumberland co.), mail Millville.

**Manasquan** (Monmouth co.), a post village and summer resort on the ocean, at the mouth of the river of the same name, and on the Central Railroad of New Jersey, at the southeastern terminus and junction of the Atlantic extension of the Freehold and Jamesburg Railroad. It has numerous boarding houses, superior facilities for fishing parties, a fine beach for bathing, etc., and a large local trade, a shipping trade in fish, etc., and a large sash and blind manufactory. Population, 1000.

**Manchester** (Ocean co.), a post village of 600 inhabitants, on the Toms River and on the New Jersey Southern Railroad, at the junction of the Toms River and Waretown branch, 5 miles n.e. of Whiting. It has a large local trade, a considerable shipping trade, an extensive manufactory of bagging, etc., and repair shops of the railroad.

**Manchester** (Passaic co.), mail Paterson.

**Mandeville** (Passaic co.), mail Paterson.

**Manningtonville** (Salem co.), a hamlet 4 miles n.e. of Claysville.

**Mansfield and Mansfield Square** (Burlington co.), hamlets; the one 1 mile, the other 3 miles n. of Columbus, the latter being 2 miles e. of Kinkora.

**Mansfield** (Warren co.), mail Washington.

**Mantua** (Gloucester co.), a post village on the Mantua Creek, 1 mile w. of Wenonah; the centre of a fertile district, with a large local trade, a coach factory, and a population of 500.

**Manumusk** (Cumberland co.), a post village on the Manumusk Creek and on the West Jersey Railroad, 6 miles s.e. of Millville, with a good local trade. The postoffice name is Manamuskin. Marumusk Manor is also on the creek 2 miles above. Population, 160.

**Manumusk Manor** (Cumberland co.), mail Manumusk.

**Manumusk Station** (Cumberland co.), mail Port Elizabeth.

**Manunka Chunk** (Warren co.), a village on the Delaware River and on the Delaware, Lackawanna and Western Railroad, 3 miles below Delaware, and at the junction of a short line to Belvidere connecting with the Belvidere Delaware Railroad.

**Maple Grange** (Sussex co.), mail Vernon.

**Maple Park** (Union co.), mail Railway.

**Maple Shade** (Burlington co.), a hamlet on the Camden and Burlington County Railroad, e. of Merchantville.

**Mapleton** (Middlesex co.), a hamlet on the Raritan Canal,  $1\frac{1}{2}$  miles s. of Kingston and 2 miles n.w. of Plainsborough; it is on the Millstone River, which affords power for a mill.

**Mapleton Grange** (Hudson co.), mail Guttenburgh.

**Mapleton Mills** (Morris co.), mail Chester.

**Mapletown** (Middlesex co.), mail Kingston.

**Maple Valley** (Sussex co.), mail Deckertown.

**Maplewood** (Morris co.), mail Morristown.

**Maplewood** (Essex co.), a hamlet on the Morris and Essex Railroad, 1 mile s.w. of South Orange.

**Mare City** (Camden co.), mail Kirkwood.

**Marion** (Burlington co.), a hamlet near New Lisbon.

**Marion** (Hudson co.), mail Jersey City.

**Marksborough** (Warren co.), a post village on the Paulinskil, 3 miles above Blairstown; with a good local trade and a grist and a lumber mill, the river supplying the power. Population, 175.

**Marlborough** (Cumberland co.), mail Shiloh.

**Marlborough** (Gloucester co.), mail Pitman Grove.

**Marlborough** (Monmouth co.), a post village on the Freehold and Keyport Railroad, 5 miles n. of Freehold, having a large local trade and a good shipping trade in the products of a fertile district. Population, 275.

**Marlborough** (Salem co.), mail Shiloh.

**Marlton** (Burlington co.), a post village midway between Haddonfield and Medford, 6 miles from each, having a good local trade and valuable marl beds. Population, 550.

**Marshall's or Marshall's Corner** (Mercer co.), a hamlet on the Mercer and Somerset Railroad, 3 miles n. of Pennington.

**Marshallville** (Cumberland and Salem cos.), a village 4 miles n.e. of Belleplain and on the Tuckahoe River, 2 miles above Tuckahoe, having a grist and a lumber mill; (2), a hamlet on the Salem Creek, 5 miles n. of Claysville.

**Martha** (Burlington co.), mail Lower Bank.

**Martha Vineyard** (Atlantic co.), mail Egg Harbor.

**Martin's Creek Station** (Warren co.), a station name of Brainard's.

**Martin's Dock** (Middlesex co.), mail New Brunswick.

**Martinsville** (Middlesex co.), a hamlet near Deans.

**Martinsville** (Somerset co.), a post village  $3\frac{1}{2}$  miles n.w. of Bound Brook, with a good local trade. Population, 140.

**Mary Anne Furnace** (Burlington co.), mail New Lisbon.

**Masoniens** (Bergen co.), mail Ramsey's.

**Masonville** (Burlington co.), a post hamlet on the Camden and Burlington County Railroad, 2 miles w. of Hainesport. Population, 163.

**Matawan** (Monmouth co.), a large post village on the Central Railroad of New Jersey, at the intersection of the Freehold and Keyport, 8 miles s.e. of South Amboy and 2 miles s.w. of Keyport. It is a flourishing village, having a large local trade, a valuable shipping trade in the products of a large district, including those of agriculture, fishing and manufactures, and extensive manufactures of sash and blinds, carriages and wagons, bricks, etc.; it has a population of 2699 and its business interests sustain a national bank; it has also a large public hall and an excellent educational institution, Glenwood Institute.

**Matawan Junction** (Monmouth co.), mail Matawan.

**Mathiastown** (Burlington co.), mail Tuckerton.

**Matterson's Corners** (Hunterdon co.), a hamlet near Flemington, on the south branch of the Raritan River.

**Maurice River** (Cumberland co.), mail Ewing's Neck.

**Mauricetown** (Cumberland co.), a post village on the Maurice River (navigable to Millville, 12 miles above) and 2 miles e. of Underwood (Mauricetown Station); it has a population of 600, a large local trade, a valuable shipping trade in fish, canned fruits, etc.; an extensive canning establishment and a steam lumber mill and sustains a newspaper.

**Mauricetown Station** (Cumberland co.), mail Haleyville.

**Maxwell** (Monmouth co.) mail Eatontown.

**Maxwell** (Morris co.), mail Boonton.

**Maxwell** (Sussex co.), mail Andover.

**Mayetta** (Ocean co.), a hamlet on the Tuckerton Railroad, 2 miles s. of Manahawken.

**May's Landing** (Atlantic co.), a post village of 1000 inhabitants, the capital of the county, at the head of navigation on the Great Egg Harbor River, on the West Jersey and Atlantic City Railroad, and the southwestern terminus of a branch of the Camden and Atlantic Railroad; it is 5 miles s.w. of Egg Harbor City, 17 miles e.s.e. of Newfield, and 17 miles w.n.w. of Atlantic City; it has a large local trade, an extensive shipping trade, especially in oysters, clams, and other fish, and in cranberries, and considerable manufactures, including a large cotton works on the Babcock Creek.

**Mayville** (Cape May co.), a hamlet near Cape May Court House.

**Maywood** (Bergen co.), a post hamlet on the New Jersey Midland Railroad,  $1\frac{1}{2}$  miles w. of Hackensack, having a large jewelry manufactory. Population, 132.

**Meadows** (Hudson co.), mail Jersey City.

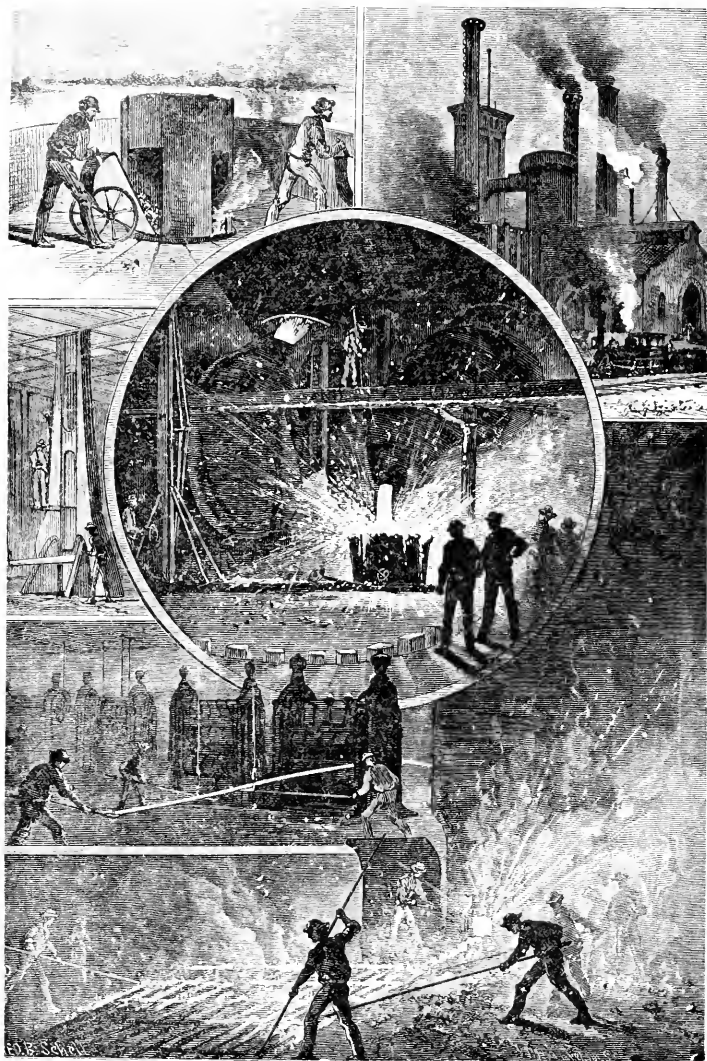
**Mead's Basin** (Morris co.), mail Boonton.

**Mead's Basin** (Passaic co.), a hamlet near Singac.

**Meadtown** (Morris co.), mail Bloomingdale.

**Mechanic's** (Hunterdon co.), mail Whitehouse Station.

**Mechanic's Valley** (Camden co.), a hamlet near Blackwoodtown.



THE MANUFACTURING OF STEEL AND IRON

**Mechanicsville** (Camden co.) mail Blackwood-town.

**Mechanicsville** (Hunterdon and Monmouth cos.), three hamlets, one in Hunterdon County, 1½ miles s.s.e. of Whitehouse Station, and two in Monmouth County, one of which is 1 mile w. of Elberon and the other 1 mile e.s.e. of New Sharon.

**Mechlin's** (Hunterdon co.), mail Mount Pleasant.

**Medford** (Burlington co.), a post village on the Haines Creek, and 7 miles s. of Mount Holly, with which it is connected by the Medford branch of the Camden and Burlington County Railroad; it has a large local trade, a valuable shipping trade in vegetables, fruit, butter, etc., and in marl, and an extensive manufacture of glass ware; the business interests of the village and vicinity support a national bank; the population is upwards of 1000.

**Mendham** (Morris co.), a post village, the western terminus of a short railroad from Morristown, from which it is 7 miles w.s.w.; it has a large local trade and a shipping trade in the products of a fertile district. Population, 450.

**Mendon** (Morris co.), mail Basking Ridge.

**Menlo Park** (Middlesex co.), a post hamlet on the Philadelphia and New York (Pennsylvania through line) Railroad. Population, 200.

**Mercerville** (Mercer co.), a hamlet near Lawrence Station.

**Merchantville** (Camden co.), a post borough on the Camden and Burlington County Railroad, 4½ miles e. of Camden, having a population of 3093.

**Meredekonk** (Ocean co.), a post village on a river of the same name, 3 miles from the ocean, and 5 miles e.s.e. of Bricksburg, supported by fishing and shipping oysters, clams, etc. Population, 275.

**Meredekonk River** (Ocean co.), mail Meredeconk.

**Meriden** (Morris co.), a mining hamlet near Hibernia.

**Meredith** (Morris co.), mail Boonton.

**Metuchen** (Middlesex co.), a post village of 1400 inhabitants, on the Philadelphia and New York (Pennsylvania through line) Railroad, at the intersection of the Lehigh Valley R. R., having a large local trade.

**Mickleton** (Gloucester co.), a hamlet on the Swedesborough branch of the West Jersey Railroad, 1 mile s.w. of Clarksborough. Population, 120.

**Middle Branch** (Ocean co.), a hamlet on the Tuckerton Railroad, 4 miles n.w. of Barnegat Junction.

**Middle Brook** (Morris co.), mail Dover.

**Middle Brook** (Somerset co.), mail Bound Brook.

**Middlebush** (Somerset co.), a post village on the Millstone and New Brunswick extension of the Mercer and Somerset Railroad, 3 miles e. of Millstone. Population, 82.

**Middleham** (Union co.), mail Elizabeth.

**Middle Tavern** (Cumberland co.), mail Port Norris.

**Middleton** (Essex co.), mail Irvington.

**Middleton**, or **Middleville** (Warren co.), a hamlet

on the Delaware River and the Belvidere Delaware Railroad, 1 mile above Riegelsville.

**Middletown** (Cape May, Monmouth and Salem cos.), a hamlet 1 mile s. of Tuckahoe; (2) a post village on the Central Railroad of New Jersey, 4 miles n.w. of Red Bank and 2 miles w.s.w. of Middletown Station, a hamlet on the Port Monmouth branch of the New Jersey Southern Railroad, 4 miles n. of Red Bank; and (3) a former name of Pentonville. The village (2) has a large local trade, a large interest in the fisheries of the Sandy Hook Bay and the coast, a shipping trade in the products of these, and considerable manufactures of carriages and wagons, etc.

**Middletown** (Cumberland co.), mail Maurcetown.

**Middletown Point** (Monmouth co.), mail Matawan.

**Middletown Station** (Monmouth co.), mail Highland.

**Middle Valley** (Morris co.), a post village on the south branch of the Raritan River and on the High Bridge branch of the Central Railroad of New Jersey, 9 miles n.e. of High Bridge. It has two mills and a good local trade. Population, 113.

**Middleville** (Essex and Sussex cos.), a village 1 mile s.e. of Maplewood, having a large shoe factory; (2) a post village 6½ miles w. of Newton, and on the Paulinskill, which affords power for a large lumber and a grist mill. Population, 25. (See also MIDDLETON.)

**Middleville** (Warren co.), mail Riegelsville.

**Midland** (Bergen co.), mail Spring Valley.

**Midland Park** (Bergen co.), a post hamlet on the New Jersey Midland Railroad, 5 miles n. of Paterson and 1 mile w. of Ridgewood. Population, 187.

**Midvale** (Hunterdon and Passaic cos.), a hamlet on the Lehigh Valley Railroad, 2½ miles s.e. of Pattenburgh; and (2) a post hamlet on the Montclair and Greenwood Lake Railroad, 5 miles n. of Pompton Junction. Population, 118.

**Milford** (Burlington, Hunterdon and Mercer cos.), a hamlet on the county-line, with two or three houses in Camden co., 4½ miles n.e. of Kirkwood; (2) a post village of 800 inhabitants, on the Delaware River and the Belvidere Delaware Railroad, 4 miles above Frenchtown; and (3) a hamlet 2 miles e. of Robbinsville. The village (2) has two grist mills, etc., and a bridge here spans the Delaware.

**Milford** (Camden co.), mail Berlin.

**Milford** (Passaic co.), mail Newfoundland.

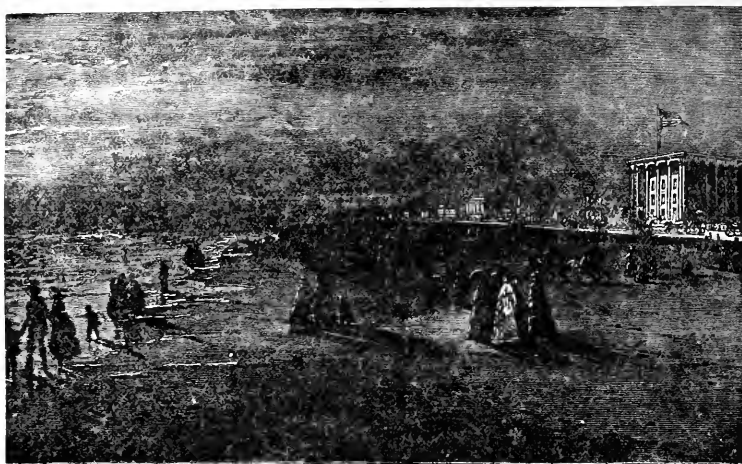
**Milbrook**, or **Mill Brook** (Morris and Warren cos.), a hamlet near Dover, and a post village on the Delaware River, 11 or 12 miles above the Water Gap, having a large grist mill. Population, 150.

**Mill Brook Falls** (Warren co.), mail Calno.

**Millburn** (Essex co.), a post village on the Rahway River and on the Morris and Essex Railroad, 3 miles w.s.w. of South Orange; having manufactures of fur hats, binders' boards, paper, etc., a good local trade and a population of 1030.

**Millersville** (Hunterdon co.), mail Milford.

**Millerton** (Cape May co.), mail Cape May C. H.



SCENE ON THE BEACH AT CAPE MAY.

**Millerton** (Morris co.), mail Bloomingdale.

**Millham** (Mercer co.), a village of 700 inhabitants, a suburb of Trenton, with two manufactories of rubber goods, three potteries, etc.

**Millington** (Morris co.), a post village on the New Jersey West Line Railroad, 3 miles w. of Gillette, having a good local trade, a grist mill, etc. Population, 50.

**Mill Pond** (Somerset co.), mail Somerville.

**Mill Road** (Cumberland co.), a hamlet on the New Jersey Southern Railroad, 2 miles w. of Vineland. Near hy, on the Maurice River, is an old mill.

**Millsborough** (Sussex co.), mail Newton.

**Millstone** (Somerset co.), a post village on the river of the same name, and on the Raritan Canal, the northeastern terminus of the Mercer and Somerset Railroad, and the western terminus of the Millstone and New Brunswick (branch) Railroad, and 2½ miles e. of Hamilton (on the Delaware and Bound Brook Railroad). It is the business centre of a fertile agricultural district, and has a large local trade, a large shipping trade in agricultural and manufacturing products, and a population (including East Millstone, a part of the village on the eastern side of the river and canal) of 1500. Millstone Junction is a hamlet at the junction of the Millstone and New Brunswick (branch) Railroad, with the Philadelphia and New York (Pennsylvania through line) Railroad ½ mile s.w. of New Brunswick.

**Millstone** (Monmouth co.), mail Freehold.

**Millstone Junction** (Middlesex co.), mail New Brunswick.

**Milltown** (Burlington, Hunterdon, Middlesex and Union cos.), a hamlet 1 mile s. of Masonville: (2) a

hamlet e. of Tumble; (3) a post village on a creek, 4 miles s. of New Brunswick, which has a large manufactory of rubber shoes; and (4) a village on the Rahway River, 2½ miles s. of Millburn, having a pasteboard manufactory.

**Milltown** (Morris co.), mail Chester.

**Milltown** (Somerset co.), mail North Branch.

**Millville** (Cumberland and Ocean cos.), a city at the head of navigation on the Maurice River and on the West Jersey Railroad, 6 miles s. of Vineland; and (2) a hamlet 4½ miles w. of Barnegat Junction, on the Oyster Creek. The city of Millville had a population in 1870 of 6107, and has, by the census of 1880, 7692—an increase of nearly 25 per cent. in ten years; and it has grown even more rapidly in the direction of substantial progress. It has a large local trade, a very large and valuable shipping trade in fish, fruit, vegetables and manufactured goods, and extensive manufactures, a number of large manufactories of glass ware and window glass, a cotton factory, etc. Its business interests support a national bank and two newspapers.

**Millville** (Essex co.), mail Millburn.

**Millville** (Somerset co.), mail North Branch.

**Millville** (Sussex co.), mail Montague.

**Milton** (Morris and Sussex cos.), a post village on the Pequannock River, 3 miles above Newfoundland, having an iron furnace and mines; population, 303: (2) a hamlet on the Wallkill, e. of Quarryville.

**Milton** (Union co.), mail Rahway.

**Milton Lake** (Union co.), mail Rahway.

**Mine Brook** (Somerset co.), mail Somerville.

**Mine Hill** (Morris co.), a translation and a colloquial name of Ferromonte. Population, 63.



**Mines** (Morris co.), a mining village, the southwestern terminus of the Green Pond Railroad,  $3\frac{1}{2}$  miles s.w. of Charlotteburg, having valuable mines of iron and one of copper ore.

**Mones Mill** (Cumberland co.), mail Deerfield Street.

**Mones Station** (Hunterdon co.), mail Brownsburgh, Pa.

**Monices Island** (Gloucester co.), mail Repaupo.

**Monkeytown** (Ocean co.), mail Barnegat.

**Monks** (Passaic co.), a hamlet on the Montclair and Greenwood Lake Railroad, 2 miles n.w. of Ringwood Junction.

**Monmouth Beach** (Monmouth co.), a hamlet and summer resort on the Sandy Hook peninsula and the New Jersey Southern Railroad, 3 miles n. of Long Branch.

**Monmouth Court House** (Monmouth co.), the original name of Freehold.

**Monmouth Junction** (Middlesex co.), a post hamlet on the Philadelphia and New York (Pennsylvania through line) Railroad, at the intersection of the Rocky Hill extension of the Freehold and Jamesburg Railroad. Population, 151.

**Monroe** (Gloucester co.), mail Williamstown.

**Monroe** (Middlesex co.), mail Jamesburgh.

**Monroe** (Morris co.), mail Morristown.

**Monroe** (Salem co.), mail Monroeville.

**Monroe** (Sussex co.), a post village on the Sussex Railroad,  $\frac{1}{2}$  mile n.w. of LaFayette, having a broom factory and 2 grist mills. Population, 202.

**Monroe Forge** (Atlantic co.), a hamlet on the South River, and 2 miles s.w. of May's Landing.

**Monroeville** (Salem co.), a post village on the Bridgeton branch of the West Jersey Railroad, 3 miles north of Elmer. Population, 303.

**Montague** (Sussex co.), a post village on the Delaware River, opposite Milford, Pa., and 7 miles s.w. of Port Jervis, N. Y. Population, 125.

**Montana** (Warren co.), a post hamlet 3 miles s.w. of Rocksburgh. Population, 100.

**Montclair** (Essex co.), a post village on the Montclair and Greenwood Lake, at the intersection of the Morris and Essex Railroad, 5 miles n.n.w. of Newark; it has an extensive paper mill, where a large amount of pasteboard is manufactured, a large local trade, and a considerable shipping trade in the products of a fertile district and in articles manufactured here and in the vicinity. Upper Montclair is a post village adjoining Montclair on the north, with a separate station on the Montclair and Greenwood Lake Railroad; it has many fine residences upon the eastern slope of the Orange Mountains. Montclair Heights, a little farther north, a hamlet on the same railroad. The three are in fact but parts of one continuous village along the mountain side, at once beautiful and healthful, with an aggregate population of 5146.

**Montclair Heights** (Essex co.), mail Montclair.

**Montgomery** (Essex and Somerset cos.), a hamlet on the Montclair and Greenwood Lake Railroad, 2

miles n.w. of Woodside; and a post hamlet near Neshanic. Population, 50.

**Montgomery Print Works** (Essex co.), mail Bloomfield.

**Montrose** (Essex co.), a hamlet near South Orange.

**Montrose** (Monmouth co.), mail Marlborough.

**Montrose** (Morris co.), mail Chester.

**Montvale** (Bergen co.), a post hamlet on the New Jersey and New York Railroad, 1 mile n.e. of Park Ridge. Population, 150.

**Montville** (Morris co.), a post village on the Den-ville branch of the Delaware, Lackawanna and Western Railroad and the Morris Canal, 2 miles n.e. of Boonton; it has an iron works, a tannery and a grist mill. Population, 150.

**Moorehousetown** (Essex co.), a hamlet on the Passaic River, opposite Hanover.

**Moore's** (Mercer co.), a hamlet on the Delaware River and the Belvidere Delaware Railroad, 2 miles above Titusville.

**Moorestown** (Burlington co.), a post village on the Camden and Burlington County Railroad, with two stations called respectively West Moorestown and East Moorestown,  $8\frac{1}{2}$  miles e. of Camden; it has a large local trade, a valuable shipping trade in garden, orchard and dairy and manufacturing products, and considerable manufactures, including an extensive canning establishment, a large grist mill, etc.; the population is 2300.

**Moreland** (Morris co.), mail Green Village.

**Morgan** (Middlesex co.), a hamlet on the Central Railroad of New Jersey, 2 miles s. of South Amboy.

**Morgan Hill** (Union co.), a hamlet near Westfield.

**Morganville** (Monmouth co.), a post hamlet on the Freehold and Keyport Railroad, 3 miles n. of Hillsdale. Population, 400.

**Morrow's Mills** (Passaic co.), mail Hawthorne.

**Morris' Mills** (Monmouth co.), mail Manalapan.

**Morris' Plains** (Morris co.), a post village on the Morris and Essex Railroad,  $2\frac{1}{2}$  miles north of Morristown, having numerous mills, etc. Population, 955.

**Morris' Station** (Camden co.), mail Palmyra.

**Morristown** (Morris co.), a city of 6838 inhabitants, the capital of the county, and the centre of the comprehensive railroad system of Northern New Jersey, embracing the Morris and Essex Railroad, with branch and local lines, leased or owned by the Delaware, Lackawanna and Western Company, which connect directly with the several lines of the Central Railroad of New Jersey, the New Jersey Midland and Sussex Railroads. It has a very large internal local trade and a large and valuable export trade in the great mineral and the extensive agricultural products of the rich country surrounding it, and in the varied manufactures of its own great establishments and of the manufacturing towns for miles around; its own manufacturing establishments comprise an immense iron works, numerous other iron works, furnaces, forges, mills, etc., a large paper mill, and

other mills and factories; its varied business interests support two prosperous national banks and three newspapers; it has also a fine public library, an orphan asylum and several educational institutions of high standing. It is likewise a favorite summer resort, in consequence partly of its historical associations as twice the headquarters of General Washington and his heroes, but more of its peculiar situation on a high table-land, surrounded by picturesque ranges of hills and enjoying a remarkably pure, healthful air and an abundance of pure, sweet, cool water; for the accommodation of its summer visitors, it has five superior hotels and many excellent boarding houses; the city is handsomely laid out, kept well cleaned and lighted with gas.

**Morrisville** (Camden co.), mail Merchantville.

**Morrisville** (Monmouth co.), a post village, 3 miles s.w. of Middletown. Population, 175.

**Morrisville** (Morris co.), mail Morristown.

**Morrisville** (Sussex co.), mail Hamburg.

**Mosstown** (Passaic co.), a hamlet near Monks.

**Mountainhouse** (Essex co.), mail South Orange.

**Mountainhouse** (Bergen co.), mail Englewood.

**Mountain Station** (Essex co.), mail South Orange.

**Mountain View** (Passaic co.), a post village on the Pompton River entrance into the Passaic, on the Morris Canal, and at the intersection of the Denville branch of the Delaware, Lackawanna and Western and the Montclair and Greenwood Lake Railroads; it has a large powder mill and a brickyard. Population, 187.

**Mountainville** (Hunterdon co.), a post village near Califon, having a grist mill, etc. Population, 125.

**Mount Airy** (Hunterdon co.), near Lambertville.

**Mount Airy** (Somerset co.), mail Basking Ridge.

**Mount Bethel** (Union co.), mail New Brooklyn.

**Mount Bethel** (Somerset and Warren cos.), two hamlets, the one 3 miles s. of Millington, the other 2 miles w. of Rockport.

**Mount Bethel** (Hunterdon co.), mail Anthony.

**Mount Crescent** (Union co.), mail Plainfield.

**Mount Ephraim** (Camden co.), a post village, the southeastern terminus of the Camden, Gloucester and Mount Ephraim Railroad,  $5\frac{1}{2}$  miles s.e. of Camden. Population, 60.

**Mount Freedom** (Morris co.), a post village 3 miles e. of Ironia, on the Whippany River, having an iron mine, but not now operated; its support is derived from trade and agriculture. Population, 150.

**Mount Hebron** (Essex co.), mail Montclair.

**Mount Hemel** (Morris co.), mail Morristown.

**Mount Hermon** (Warren co.), a post hamlet 4 miles n.e. of Delaware. Population, 100.

**Mount Hill** (Union co.), mail Elizabeth.

**Mount Holly** (Burlington co.), a city, the capital of the county, and the business centre of an extended farming district, one of the finest in the State, on the Rancocas Creek, on the Burlington and Mount Holly branch of the Camden and Amboy Railroad,

and  $\frac{1}{2}$  mile n. of Mount Holly Junction, where the said road joins the Camden and Burlington County Railroad, and whence the Medford Railroad extends southward; it takes its name from a beautiful hill, 200 feet high; it has a very large local trade, an extensive and valuable export trade in the products of market gardens, orchards, dairies and manufacturing establishments, and varied manufactories of large extent, including two foundries, a cotton works, a large spool-thread and cotton manufactory, manufactories of turbine wheels, ploughs, machinery, etc.; its business interests sustain three national banks and two newspapers. Its population is 4621.

**Mount Holly Junction** (Burlington co.), mail Mount Holly.

**Mount Hood** (Somerset co.), mail Bound Brook.

**Mount Hope** (Morris co.), a post village, the northeastern terminus of the Mount Hope Mineral Railroad, by which it is 4 miles n.e. of Port Oram, and the northwestern terminus of the Mount Hope branch of the Morris and Essex Railroad, by which it is  $3\frac{1}{2}$  miles n.w. of Rockaway. It has several and is surrounded by many very valuable mines of superior iron ore, which are in profitable operation. It has a large local trade and shipping.

**Mount Horeb** (Somerset co.), near Mount Bethel.

**Mount Joy** (Somerset co.), mail Warrenville.

**Mount Joy** (Hunterdon co.), a hamlet on the Delaware River at the mouth of the Musconetcong, and on the Belvidere Delaware Railroad (Durham Station), 2 miles above Holland, and  $\frac{3}{4}$  mile below Riegelsville, which is on the opposite shore of the Musconetcong.

**Mount Laurel** (Burlington co.), a post village 4 miles s.e. of Moorestown, supported by fruit, truck and dairy farming. Population, 103.

**Mount Lebanon** (Hunterdon co.), mail Anthony.

**Mount Lucas** (Mercer co.), mail Princeton.

**Mount Misery** (Burlington co.), a hamlet 4 miles n.w. of Woodmansie.

**Mount Olive** (Morris co.), a post village on the Budd's Creek, 1 mile from its source in Budd's Lake, and the northeastern end of Schooley's Mountain (see Schooley's Mountain), 2 miles n.w. of Bartleyville. Until recently it has been chiefly a delightful summer resort, but the discovery of a superior iron ore here has led to the opening of mines, and, though still an enticing resort, it is now a thriving mining village. Population, 200.

**Mount Olive Mines** (Morris co.) mail Flanders.

**Mount Pisgah** (Sussex co.), a hamlet and summer resort on the Culver's Pond, 1 mile from Branchville.

**Mount Pleasant** (Atlantic, Cape May, Gloucester, Hunterdon, Monmouth and Morris cos.)—(1) a hamlet 1 mile n.e. of Pleasantville; (2) a hamlet on the West Jersey Railroad,  $2\frac{1}{2}$  miles e.s.e. of Woodbine; (3) a hamlet near Pitman Grove; (4) a post village, 2 miles e. of Milford, having a grist mill, population 125; (5) a hamlet on the Freehold and Keyport

Railroad, 2 miles s. of Matawan; and (6) a mining hamlet near Port Oram, with valuable mines.

**Mount Pleasant** (Essex co.) mail Newark.

**Mount Pleasant** (Somerset co.), mail Somerville.

**Mount Pleasant** (Middlesex co.), mail Rahway.

**Mount Pleasant Mills** (Camden co.), mail Blackwoodtown.

**Mount Pleasant Mines** (Morris co.), mail Dover.

**Mount Prospect** (Essex co.), mail Montclair.

**Mount Relief** (Ocean co.), mail Whiting.

**Mount Relief** (Burlington co.), near Mount Misery.

**Mount Retirement** (Sussex co.), mail Deckertown.

**Mount Rose** (Mercer co.), a post village 2½ miles s.e. of Hopewell. Population, 150.

**Mount Salem** (Sussex co.), a post hamlet on the northeastern boundary of the State, 5 miles n.w. of Quarryville. Population, 51.

**Mount's Dock** (Monmouth co.) mail Navasink.

**Mount's Mills** (Middlesex co.), mail Englishtown.

**Mount Station** (Essex co.) a hamlet on the Morris and Essex Railroad, 1 mile n.n.e. of South Orange.

**Mount Tabor** (Morris co.), mail Denville.

**Mount Vernon** (Essex co.), mail Caldwell.

**Mount Vernon** (Sussex co.), mail Hamburgh.

**Mount Welcome** (Essex co.), mail Newark.

**Muddy Run Sawmill** (Cumberland co.), mail Rosenhayn.

**Mulberry Place** (Morris co.), mail Denville.

**Mulberry** (Union co.), mail Roselle.

**Mullica Hill** (Gloucester co.), a post village on the Raccoon Creek, 5 miles e. of Swedesborough, and 5 miles w.n.w. of Pitman Grove; it has a foundry, a machine shop, a grist mill, a large local trade, and a population of about 800. Mullica Hill Road is a hamlet on the turnpike to Mullica Hill.

**Mullica Hill Road** (Gloucester co.), mail Woodbury.

**Mullicas** (Atlantic co.), mail Elwood.

**Murphy** (Camden co.), mail Winslow.

**Murray Hill** (Union co.), a hamlet on the New Jersey West Line Railroad, 2 miles s.w. of West Summit.

**Musconetcong** (Warren co.), a hamlet on the Lehigh Valley Railroad and on the Musconetcong River, opposite Bloomsburg.

**Myrtle** (Sussex co.), mail Newton.

**Myrtle Grove** (Sussex co.), a hamlet 3¼ miles s.w. of Augusta.

**Myrtle Hill** (Morris co.), mail Mendham.

**Naughtrights** (Morris co.), mail Naughtrightville.

**Naughtrightville** (Morris co.), a post village on the High Bridge branch of the Central Railroad of New Jersey, at the junction of the Chester branch, 12 miles n.n.e. of High Bridge and 5 miles w. of Chester; it is on the South Branch of the Raritan River, which affords power for a grist mill, but it is mainly inhabited by railroad employees; the station name is Naughtright. Population, 201.

**Navasink** (Monmouth co.), mail Navasink.

**Navasink** (Monmouth co.), a post village on the Sandy Hook Bay, at the mouth of the Navasink River, 2½ miles e. of Middletown Station; it has a good local trade and a large interest in fisheries, but it derives a large part of its prosperity from summer visitors, being a favorite resort of persons seeking a quiet retreat by the seashore. Population, 453.

**Neighborville** (Morris co.), mail Middle Valley.

**Neither Pond** (Union co.), mail Plainfield.

**Neshanic** (Somerset co.), a post village on the South Branch of the Raritan River, ¾ mile s.w. of Neshanic station of the Lehigh Valley and the Flemington and Somerville branch of the Central Railroad of New Jersey, which is 5½ miles e. of Flemington Junction; Neshanic has a grist mill and a good local trade. Population, 117.

**Neshanic Station** (Somerset co.), mail Neshanic.

**Netherwood** (Union co.), a hamlet near Westfield.

**Neury** (Bergen co.), mail Norwood.

**New Albany** (Burlington co.), a hamlet 2 miles e. of Riverton.

**Newark** (Essex co.) a city, a port of entry, and the capital of the county; the largest, most populous and wealthiest city of the State, and the third city of the nation in manufactures, is situated on the Passaic River, and the southern part of its eastern border is washed by the Newark Bay; the site of the city was selected by a committee sent by certain towns of New England, in 1663, as one peculiarly adapted to "the purposes and pursuits of a town," and in May, 1666, the first colony of 30 families from Guilford, Connecticut, settled on the Passaic, a mile or a mile and a half from its bend southward, near by where is now located the Centre Street Depot of the Pennsylvania Railroad; others followed from Branford and other towns, and in June, 1667, the population of Newark was stated to be "sixty-five efficient men, besides women and children;" from this time it steadily grew in population and importance, but its growth was not very rapid until after the revolution; its most remarkable growth has, however, been in the last half century—in 1830, its population was 10,950; in 1850, 38,953; in 1870, 105,131, and in 1880, 136,400. Its increase in substantial wealth has been even more wonderful, chiefly as the fruit of liberal enterprise in the extension of its manufactures, for, though it has a fine harbor, easy access to the ocean, and all the facilities for a large foreign commerce, its proximity to New York city must necessarily prevent, as it has prevented, its becoming a great commercial center, while the same nearness of the great metropolis has favored the development of Newark into one of the leading manufacturing centres of the continent. The domestic commerce of Newark is very extensive and valuable, and its foreign commerce is also large and profitable, although a large proportion, especially of the imports, which belongs properly to this city, is diverted to and credited to the New York customs district. The manufactures comprise a great variety of



DELAWARE RIVER FROM CAMDEN—SHOWING THE PHILADELPHIA DOCKS AND CAMDEN FERRIES.

branches, among the leading ones being jewelry, cotton thread, machinery and iron and steel products of many kinds, leather, harness, boots and shoes, clothing, etc., etc.; a single establishment, making cotton thread, has an immense mass of buildings which cost nearly a million dollars for its erection; the census of 1870 stated the value of the products for a single year at nearly \$40,000,000, which has since increased to an annual value of not much less than \$75,000,000. Valuable quarries of brown-stone are also in operation in the outskirts. Newark is completely connected by rail with all parts of the continent, is intersected by the Morris Canal, has horse railways to Belleville, Orange, South Orange, etc., and steamboats to New York, and it has railroad communication with New York at intervals of about 15 minutes during the greater part of the day. The city is regularly laid out, the main streets being wide and straight; the supply of water is ample and the quality excellent; the city is thoroughly drained and lighted, and has a number of fine parks and public squares; the buildings of the business portions of the city are substantial and many of them elegant, while the dwelling houses are plentiful in number and mostly of a good size and comfortable, with a large number of princely mansions, especially in the western and southwestern sections.

**New Bargain** (Monmouth co.), a hamlet on the Manasquan River, and 2 miles s. of Fairfield.

**New Bedford** (Monmouth co.), a post village on the Shark River, 1 mile above Ocean Beach, supported by fishing, etc. Population, 153.

**New Bedford** (Sussex co.), mail Milton.

**New Boston** (Salem co.), a hamlet 5 miles w. of Husted.

**Newhold's Corner** (Burlington co.), mail Mount Holly.

**New Branch** (Monmouth co.), a post hamlet near Ocean Grove. Population, 314.

**New Bridge** (Bergen co.), a post village on the New Jersey and New York Railroad, n. of Hackensack. Population, 175.

**New Brooklyn** (Camden co.), mail Sicklerville.

**New Brooklyn** (Gloucester and Middlesex cos.), a hamlet on the Great Egg Harbor River, and 2 miles n.e. of Williamstown, having a glass works; (2) a post village on the Lehigh Valley Railroad, 3 miles n.w. of Perth Amboy, having a good local trade, a grist and a saw mill.

**New Brunswick** (Middlesex co.), a city, the capital of the county, at the head of navigation on the Raritan River, the eastern terminus of the Raritan Canal, on the Philadelphia and New York (Pennsylvania through line) Railroad, and  $\frac{1}{2}$  mile n.e. of Millstone Junction, the eastern terminus of the Millstone and New Brunswick Railroad. It has a very large local trade, an extensive and valuable domestic commerce, and extensive and varied manufactures, having in the line of india-rubber goods alone three of the largest factories

on this continent, altogether employing about 2000 hands; besides which it has four shoe factories, two sash and blind, one metal screw and two large paper-hanging manufactories, and manufactories of hosiery, carpets, etc. The population in 1880 was 17,314.

**Newburgh** (Warren co.), mail Beattystown.

**New Columbia** (Atlantic co.), a hamlet 4 miles n.e. of Decosta.

**New Denmark** (Gloucester co.), a post hamlet 2 miles s.w. of Williamstown and 5 miles e. of Clayton.

**New Dover** (Middlesex co.), a hamlet 1 mile n.w. of Uniontown.

**New Durham** (Hudson and Middlesex cos.), a post village on the New Jersey Midland and the Northern Railroad of New Jersey, 1 mile n. of Homestead, having a chamois-skin tannery; population, 350; (2) a hamlet near Metuchen.

**New Egypt** (Ocean co.), a post village on the Pemberton and Hightstown Railroad, 8 miles n.e. of Lewistown, in the western corner of the county. It has a large local trade, a considerable shipping trade in agricultural and manufacturing products, extensive manufactures of carriages and wagons, cigars and tobacco, flour, etc.; and a population of 800.

**New England Cross Roads** (Cumberland co.), a hamlet near Cedarville.

**Newfield** (Gloucester co.), a post village on the West Jersey Railroad, at the junction of the Atlantic City branch, 30 miles s.e. of Camden, 34 $\frac{1}{2}$  miles n.w. of Atlantic City, and 51 miles n.n.w. of Cape May. It has a good local trade, a considerable shipping trade in fruit (canned and fresh) and other products of the vicinity, and a large lumber mill. Population, 200.

**Newfoundland** (Morris co.), a post village on the Pequannock River and on the New Jersey Midland Railroad, 2 $\frac{1}{2}$  miles n.w. of Charlotteburg, with a large local trade. Population, 500.

**New Germantown** (Hunterdon co.), a post village 7 $\frac{1}{2}$  miles e. of High Bridge, the centre of a fertile district, with a large local trade. Population, 250.

**New Germany** (Atlantic co.), mail Hammonton.

**New Gretna** (Burlington co.), a post village on the Bass, 1 mile from the Wading and 2 miles from the Little Egg Harbor River, and 6 $\frac{1}{2}$  miles w. of Edge Cove; supported by extensive fisheries, cranberry culture and a valuable local trade, with important aid from the visits of private fishing parties. Population, 802.

**New Guttenburgh** (Hudson co.), mail Guttenburgh.

**New Half Way** (Ocean co.), mail Woodmansie.

**New Hampton** (Hunterdon co.), a post village on the Musconetcong River,  $\frac{1}{2}$  mile w. of Junction. Population, 175.

**New Hempstead** (Bergen co.), mail Spring Valley.

**New Iselin** (Burlington co.), mail Woodmansie.

**New Jersey Midland Junction** (Sussex co.), mail Franklin Furnace.

**New Jerusalem** (Hunterdon co.), mail New Germantown.

**Newkirk** (Salem co.), a hamlet on the Salem branch of the West Jersey Railroad, near Elmer.

**New Lisbon** (Burlington co.), a post village on the Rancocas Creek and on the Pemberton and Whiting branch of the New Jersey Southern, at the junction of the south extension of the Kinkora and Pemberton branch of the Camden and Aniboy Railroad. It has a lumber and a grist mill and a good local trade. Population, 302.

**New Market** (Warren co.), mail Karsville.

**New Market** (Hunterdon and Middlesex cos.), a hamlet 4 miles s.e. of Ringoes Station; and a post village on the Lehigh Valley Railroad,  $3\frac{1}{2}$  miles e. of Bound Brook, with two wagon factories. Population, 571.

**New Milford** (Bergen co.), a village on the Hackensack River and on the New Jersey and New York Railroad,  $4\frac{1}{2}$  miles n. of Hackensack, having a post-office called Spring Valley and a grist mill.

**New Monmouth** (Monmouth co.), a post village  $2\frac{1}{2}$  miles n. of Middletown and 2 miles w. of Hopping, in a beautiful and delightful situation, and largely composed of country seats of New York, Jersey City and Newark business men, and having a permanent population of scarcely 100, mostly fishermen and local tradesmen. Population, 51.

**New Paterson** (Sussex co.), a hamlet near Newton.

**New Pennsville** (Burlington co.), a hamlet 2 miles s.e. of Palmyra.

**Newport** (Cumberland co.), a post village on the Nantuxent Creek, 2 miles n.e. of Fortescue Beach and 2 miles s.w. of Newport Station, a hamlet on the Bridgeton and Port Norris Railroad,  $3\frac{1}{2}$  miles s.e. of Cedarville. The village has a grist mill, a large local trade and considerable interest in fisheries along the bay. Population, 200.

**Newport Station** (Cumberland co.), mail Newport.

**Newport Mills** (Cumberland co.), mail Newport.

**New Prospect** (Bergen co.), mail Hohokus.

**New Prospect** (Ocean co.), a hamlet 5 miles n.w. of Bricksburg.

**New Providence** (Union co.), a post village on the Morris and Essex Railroad,  $\frac{3}{4}$  mile n.w. of Summit. Population, 225.

**New Salem** (Hunterdon co.), mail New Hampton.

**New Sharon** (Monmouth co.), a post village on the Pemberton and Hightstown Railroad, 4 miles s. of Hightstown, with a large local trade and a considerable shipping trade in vegetables, fruit, butter, etc. The station name is Sharon. Population, 93.

**Newton** (Passaic co.), mail Paterson.

**Newton** (Sussex co.), a post town of 2513 population, the capital of the county, less than a mile from Newton Junction, on the Sussex Railroad, from which a short branch road extends to Newton. Newton is about 10 miles n. of Waterloo station of the Morris and Essex Railroad, being the chief business centre of a

large district abounding in agricultural and mineral wealth, and embracing many manufacturing villages and hamlets. It has a very large local trade and an extensive and very valuable export trade in the various products of the district; it has also considerable manufactures, including a large foundry, a machine shop, a very large shoe factory, etc. It has two national banks, a public library, a public hall and two newspapers. It is a very handsome town, in the midst of picturesque scenery, is extremely healthy, is well lighted with gas, is in the line of considerable travel to the Kittatinny Mountains, and is a favorite halting place of summer tourists.

**Newton Junction** (Sussex co.), mail Newton.

**Newton Mills** (Camden co.), mail Collingwood.

**Newton Mines** (Morris co.), mail Hanover.

**Newtonville** (Atlantic co.), mail Cedar Lake.

**Newtown** (Mercer and Middlesex cos.), the station name of Robbinsville; (2) a hamlet 3 miles n.w. of Stelton and 3 miles s.w. of South Plainfield.

**New Vernon** (Morris co.), a post hamlet 3 miles s. of Morristown, with a large basket factory. Population, 302.

**New Village** (Warren co.), a post hamlet on the Morris Canal, and 2 miles w. of Broadway. Population, 44.

**Niece's** (Hunterdon co.), a hamlet on the Delaware River and the Belvidere Delaware Railroad, 1 mile above Raven Rock.

**Niles Avenue** (Hudson co.), mail Guttenburgh.

**Nine Mile Run** (Somerset co.), a hamlet 4 miles n. of Monmouth Junction.

**Nolen's Point** (Morris co.), mail Woodport.

**Nortonville** (Gloucester co.), mail Bridgeport.

**North Bergen** (Hudson co.), a former post village, now a part of Jersey City, with a sub-postoffice.

**North Bend** (Burlington co.), mail Moorestown.

**North Belleville** (Essex co.), mail Avondale.

**North Branch** (Somerset co.), a post village on the north branch of the Raritan River, and 1 mile from North Branch depot, a post hamlet on the Central Railroad of New Jersey,  $4\frac{1}{2}$  miles (by rail) n.w. of Somerville. The village has a lumber and a grist mill and a large local trade. Population, 400.

**North Caldwell** (Essex co.), mail Caldwell.

**North Cedarville** (Cumberland co.), mail Cedarville.

**North Crosswicks** (Mercer co.), a hamlet on the Crosswicks Creek, opposite Crosswicks.

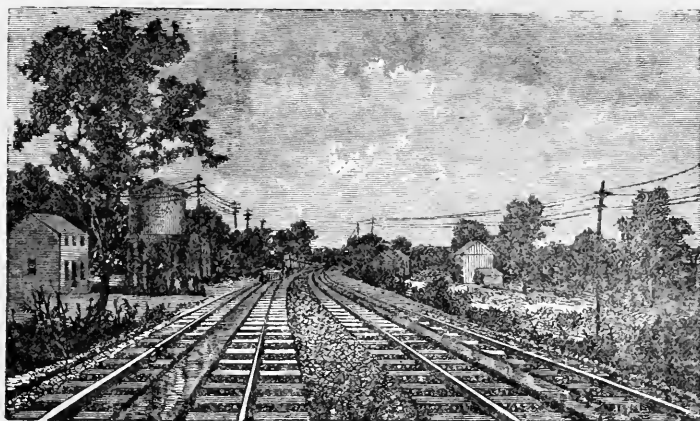
**North Dennisville** (Cape May co.), mail Dennisville.

**North Elizabeth** (Union co.), mail Elizabeth.

**Northfield** (Essex co.), a hamlet 4 miles n. of Millburn.

**North Hammonton** (Atlantic co.), mail Hammonton.

**North Hammonton** (Camden co.), a hamlet on the New Jersey Southern Railroad, 2 miles n.e. of Winslow Junction and 4 miles n. of Hammonton.



VIEW ON THE NEW YORK, LAKE ERIE AND WESTERN RAILWAY.

**North Hoboken** (Hudson co.), mail Weehawken.

**North Lawn** (Morris co.), mail Madison.

**North Newark** (Hudson co.), mail Newark.

**North Orange** (Essex co.), mail Orange.

**North Pemberton** (Burlington co.), mail Pemberton.

**North Pennsville** (Burlington co.), mail Palmyra.

**North Plainfield** (Somerset co.), a hamlet on the Green Brook, opposite Plainfield.

**North Point** (Hudson co.), mail Jersey City.

**North Providence** (Union co.), mail New Providence.

**North Swamp** (Monmouth co.), mail Middletown.

**North Troy** (Morris co.), mail Boonton.

**North Vernon** (Sussex co.), a hamlet n. of Vernon.

**North Vineland** (Cumberland co.), a post village on the West Jersey Railroad, 1 mile s. of Newfield and 3 miles n. of Vineland, supported by the cultivation and exportation of grapes, pears, etc., and having a good local trade; domestic wines are also made and exported. Population, 100.

**Norton** (Hunterdon co.), a post village about equidistant from High Bridge, Asbury Station, Bethlehem and Pattenburg, having a tannery. Population, 203.

**Nortonville** (Gloucester co.), a hamlet on the Delaware River at the mouth of the Old Man's Creek, 1½ miles n.w. of Union Square.

**Norwood** (Bergen co.), a post village on the Northern Railroad of New Jersey, with a station on the Jersey City and Albany, 2 miles s.s.w. of Tappan, N. Y., having a large local trade, and extensive manufactures of flowers and paints. Population, 351.

**Notch** (Passaic co.), mail Paterson.

**Nottingham** (Mercer co.), a hamlet s. of Trenton.

**Nugentown** (Burlington co.), mail Tuckertown.

**Nutley** (Essex co.), mail Belleville.

**Oak Cliff** (Hudson co.), mail Guttenburgh.

**Oak Dale** (Hunterdon co.), a post hamlet on the Flemington branch of the Belvidere Delaware Railroad, 3 miles n.e. of Lambertville.

**Oakford** (Ocean co.), a hamlet adjoining or part of New Egypt.

**Oak Grove** (Monmouth co.), mail Keyport.

**Oak Grove** (Hunterdon co.), a post hamlet 5 miles e. of Frenchtown, with a wagon factory.

**Oak Hill** (Essex co.), mail Belleville.

**Oak Hill** (Passaic co.), a hamlet on the Pequannock River, 2 miles w.s.w. of Newfoundland.

**Oakland** (Camden co.), mail Camden.

**Oakland** (Union co.), mail Cranford.

**Oakland** (Bergen and Salem cos.), a post village on the Ramapo River and on the New Jersey Midland Railroad, 3 miles e.n.e. of Pompton Junction, having a large local and shipping trade and extensive manufactures of wooden printing type, woollen fabrics, carriages and wagons, flour, etc.; population, 149; (2) a hamlet on the Salem branch of the West Jersey Railroad, 2 miles w.s.w. of Yorketown.

**Oakland** (Mercer co.), mail Trenton.

**Oakland Hall** (Essex co.), mail Bloomfield.

**Oak Ridge** (Passaic co.), a post village on the New Jersey Midland Railroad, 1½ miles n.w. of Newfoundland, with a good local trade. Population, 45.

**Oak Ridge** (Union co.), mail Rahway.

**Oak Shade** (Monmouth co.), mail Keyport.

**Oak Summit** (Hunterdon co.), mail Mount Pleasant.

**Oak Tree** (Middlesex co.), a hamlet between South Plainfield and Uniontown, 2 miles from each.

**Oakville** (Morris co.), mail Parsippany.

**Oakville** (Atlantic co.), a village on the Oak Creek,  $1\frac{1}{2}$  miles w. of the Great Egg Harbor River, supported by fishing and cranberry culture.

**Oakwood Hill** (Union co.), mail Plainfield.

**Ocean Beach** (Monmouth co.), a post village and summer resort at the mouth of the Shark River, and on the Central Railroad of New Jersey, 3 miles s. of Ocean Grove; it has excellent accommodations for guests, and the river, which expands just above here into a bay fully two miles wide and is nearly a mile across at this point, affords the best facilities for boating, fishing and bathing, while the beach is also very fine. Population, 350.

**Ocean City** (Burlington co.), mail Tuckerton.

**Ocean City** (Cape May co.).

**Ocean Grove** (Monmouth co.), a post village and summer resort on the Central Railroad of New Jersey, 6 miles s. of Long Branch, and on a beautiful lake, 300 feet across, which separates it from Asbury Park; it has ample accommodations for visitors and a fine beach for bathing. Population, 800.

**Oceanic** (Monmouth co.), a post village on a narrow strip between the Navasink River and Shrewsbury Inlet, 3 miles w.n.w. of Red Bank; it has a resident population of 700, largely fishermen and local tradesmen, though it has also a canning establishment, while the northern part of the village, often distinctively styled Port Washington, extending to and along the Navasink, consists of country seats, summer cottages, with two good hotels for summer boarders; the scenery here is very fine, the temperature delightful, and the facilities for boating, fishing and bathing unexcelled.

**Ocean Mills** (Monmouth co.), mail Deal.

**Ocean Park** (Monmouth co.), mail Asbury Park.

**Oceanport** (Monmouth co.), a post village at the southern extremity of the Shrewsbury Inlet, and on the New Jersey Southern Railroad, 1 mile e. of Eatonton, and 1 mile w. of Branchport, having a large and valuable export trade in oysters, etc. Population, 400.

**Ocean View** (Cape May co.), a post village at the head of Corson's Inlet, and  $1\frac{1}{2}$  miles e. of South Seaville, supported by fishing. Population, 201.

**Oceanville** (Atlantic co.), a post hamlet near Leeds Point, having a grist mill, etc. Population, 100.

**Oceanville** (Cape May co.), mail Seaville.

**Oceanville** (Monmouth co.), mail Deal Beach.

**Ogdens** (Gloucester co.), a hamlet on the Swedesborough branch of the West Jersey Railroad,  $3\frac{1}{2}$  miles w.s.w. of Woodbury.

**Ogdensburg** (Sussex co.), a post village on the Wallkill and on the New Jersey Midland Railroad, 8 miles direct (but more than twice that distance by rail), e.n.e. of Newton; one of the most important villages of the Franklinitic and zinc mining district; it has a large local trade and a valuable export trade in the products of the mines, etc.; there are several zinc

mines and two valuable Franklinitic mines in and within a half mile of the village; the Passaic Zinc Works forms a large hamlet on the Wallkill adjoining Ogdensburg. Population, 325.

**Ogden's Mines** (Morris co.), mail Milton.

**Old Andover** (Sussex co.), mail Waterloo.

**Old Boonton** (Morris co.), a hamlet adjoining Boonton on the south; it was the original Boonton proper, but the natural advantages of the present site diverted population and enterprise thither, and Old Boonton has a population of less than 50 and the county almshouse.

**Old Bridge** (Bergen co.), mail River Edge.

**Old Bridge** (Middlesex co.), population, 236.

**Old Bridge** (Monmouth co.), a post village on the Manalapan River and on the Camden and Amboy Railroad, 7 miles s.w. of South Amboy; it has a large local trade, a good shipping trade, and considerable manufactures of snuff, pottery and flour; the station name is South River Station.

**Old Chester Dock** (Bergen co.), mail Alpine.

**Old Chureh** (Hunterdon co.), mail Holland.

**Old Church** (Middlesex co.), a hamlet near Cranberry Station.

**Oldham** (Passaic co.), mail Paterson.

**Old Half Way** (Burlington co.), mail Woodmansie.

**Old Hermitage** (Somerset co.), mail Bound Brook.

**Old Hook** (Bergen co.), a hamlet between Westwood and Norwood.

**Old Martha Furnace** (Burlington co.).

**Old Oxford** (Warren co.), mail Oxford.

**Old Stafford Forge** (Ocean co.), mail West Creek.

**Old Tappan Road** (Bergen co.), mail River Vale.

**Old Union** (Burlington co.), mail Shamong.

**Oliphant's Mills** (Burlington co.), mail Medford.

**Ong's Hat** (Burlington co.), a hamlet near New Lisbon.

**Opalton** (Union co.), mail Plainfield.

**Opanghanauah** (Warren co.), mail Calno.

**Opdyke's** (Hunterdon co.), mail Quakertown.

**Oradell** (Bergen co.), a hamlet on the Hackensack River and on the New Jersey and New York Railroad, 1 mile n. of New Milford. Population, 40.

**Orange** (Essex co.), a city on the Morris and Essex Railroad,  $3\frac{1}{2}$  miles n.w. of Newark, a horse railway connecting it with that city; it has a population of 13,206 (a considerable number of whom are business men of Newark, Jersey City and New York), a very large local trade and extensive and varied manufactures, including hats, shoes, carriages and other lines; its business interests sustain one national and two other banks and four newspapers, and it has a superb public park, called Llewellyn Park, upon the slope of Orange Mountain.

**Orangedale** (Essex co.), a village, a suburb of Newark, having a postoffice called Vailsburg.

**Orange Junction** (Essex co.), mail East Orange.

**Orange Valley** (Essex co.), a former post village,



now a part of Newark, with a sub-postoffice. Population, 1500.

**Orchard Mine** (Morris co.), mail Dover.

**Orsborn's Island** (Burlington co.), mail Tuckerton.

**Orville Cottage** (Union co.), mail Plainfield.

**Osbonsville** (Ocean co.), a thrifty, flourishing village of 720 inhabitants.

**Oswego** (Burlington co.), a hamlet on the Oswego, the upper part of the Wading River, 2 miles above Harrisville, and 8 miles s.e. of Harris.

**Oxford and Oxford Furnace** (Warren co.), formerly two villages, but now one post village on the Martin's Creek and on the Delaware, Lackawanna and Western Railroad,  $5\frac{3}{4}$  miles (by rail) s.e. of Manunka Chunk, and 5 miles (direct) e.s.e. of Belvidere; the postoffice and village name is Oxford, and the station name Oxford Furnace; the latter name is derived from an old iron furnace established in 1741, and in operation ever since, with but two or three short suspensions during the revolution; it is now running as a steam hot-blast furnace; the village has besides this, another hot-blast furnace, a rolling mill, a foundry, a machine shop, an extensive nail works, etc.; the population is now 4000.

**Oxford Church** (Warren co.), mail Oxford.

**Packnack** (Passaic co.), mail Boonton.

**Pequanac** (Passaic co.), mail Pequanae.

**Pahaquary** (Warren co.), a post hamlet on the Delaware River, 8 or 9 miles above the Water Gap.

**Painter's Mills** (Warren co.), mail Blairstown.

**Paint Island Springs** (Monmouth co.), mail Clarksburgh.

**Palatine** (Salem co.), a post village on the Bridge-ton branch of the West Jersey Railroad, 3 miles s.s.w. of Elmer, having a good local trade, and an export trade in the products of a fertile agricultural district, fruit, vegetables, milk, butter, etc. Population, 100.

**Palermo** (Cape May co.), a post village near the ocean, and 6 miles e.n.e. of Mount Pleasant, supported by fishing and cranberry culture. Population, 48.

**Paletavern** (Salem co.), mail Pitts Grove.

**Palhemersville** (Monmouth co.), mail Cream Ridge.

**Palisades** (Bergen co.), mail Englewood.

**Palmrya** (Burlington co.), a post hamlet on the Delaware River and on the Camden and Amboy Railroad, 6 miles n.e. of Camden. Population, 163.

**Pamrapp** (Hudson co.), a former post village, now a railroad station of Bayonne.

**Pancoast** (Atlantic co.), a hamlet on the New Jersey Southern Railroad, 3 miles s.s.e. of Landisville.

**Pancoastville** (Atlantic co.), mail Landisville.

**Papakating** (Sussex co.), a post hamlet  $2\frac{1}{2}$  miles n.e. of Augusta. Population, 197.

**Pappose Branch** (Burlington co.), mail Woodmansie.

**Paradise** (Essex co.), mail New Providence.

**Paradise** (Gloucester co.), mail Paulsborough.

**Paradise** (Passaic co.), mail Newfoundland.

**Paradise** (Warren co.), mail Hope.

**Paranus** (Bergen co.), a hamlet near Ridgewood, with a mill, etc.

**Parkdale** (Camden co.), a hamlet on the New Jersey Southern Railroad,  $2\frac{3}{4}$  miles s.w. of Atsion.

**Parkertown** (Burlington co.), mail Tuckerton.

**Parkerstown** (Ocean co.), a fishing hamlet on the West Creek, n.e. of Tuckerton.

**Parkerville** (Monmouth co.), a post village on the Central Railroad of New Jersey, 1 mile n.w. of Shrewsbury Station, having a good local trade and an export trade in oysters, etc.

**Parkerville** (Union co.), mail Plainfield.

**Park Hill** (Essex co.), mail Newark.

**Park Hill** (Morris co.), mail Morristown.

**Park Ridge** (Bergen co.), a post village on the New Jersey and New York Railroad, 3 miles n. of Westwood, with a large local trade. Population, 150.

**Parksburgh** (Warren co.), mail Shimers.

**Parkville** (Gloucester co.), a hamlet on the Swedesborough branch of the West Jersey Railroad,  $2\frac{1}{2}$  miles s.w. of Woodbury.

**Parra Hall Place** (Essex co.), mail Irvington.

**Parrins Branch** (Salem co.), mail Rosenhayn.

**Parry** (Burlington co.), has a population of 120.

**Parsippany, or Parcippany** (Morris co.), a post village 2 miles s. of Boonton, with a good local trade.

**Parsonville** (Morris co.), mail Morristown.

**Parvin's Mill** (Salem co.), mail Centreton.

**Paskack, or Pascack** (Bergen co.), a post village on the New Jersey and New York Railroad,  $2\frac{1}{2}$  miles n. of Westwood. Population, 400.

**Passaic** (Morris co.), mail Morristown.

**Passaic** (Passaic co.), a city on the river of the same name, 5 miles below Paterson; and on the Erie and the Denville branch of the Delaware, Lackawanna and Western Railroads, 10 miles n.n.w. of Jersey City. It has a population of 6532, a large domestic trade and extensive manufactures, including a large blanket mill, two large print works, a woolen mill, a whip factory, a bleachery, a shoddy mill, etc.; it has also two newspapers and four good hotels. Passaic Bridge is a suburban station of the Erie Railway at a bridge over the river below the city.

**Passaic Avenue** (Morris co.), mail Whitehall.

**Passaic Bridge** (Passaic co.), mail Passaic.

**Passaic Falls** (Passaic co.), mail Paterson.

**Passaic Valley** (Morris co.), mail Gillette.

**Paterson** (Passaic co.), a city, the capital of the county, mostly inclosed in a large curve of the Passaic River, with but a small part outside, on the left bank. The river here affords immense power for manufacturing purposes, which is largely utilized; the river is here spanned by sixteen bridges. Paterson is the third city of the State in population, and second in the extent and value of its manufactures: in the line of sewing silks and silk fabrics leading the cities of the continent; its silk factories, thirty in number, employing

about 8000 hands and producing goods to the value of about \$3,000,000 annually. But, besides its silk works, extensive as they are, the city has many equally extensive manufactories, including six cotton and several woolen mills, a linen mill, several manufactories of carpets, velvets, etc., numerous bleacheries and dye-houses, several foundries and machine shops, two locomotive works, a number of manufactories of engines and boilers, etc. The aggregate value of the manufactures of Passaic County is about \$20,000,000 per annum, and Paterson produces more than 85 per centum of the grand total. The city has two flourishing national banks, one savings bank, two daily and three weekly newspapers, a fine public library, etc. Its domestic and export trade is also extensive and valuable, its railroad facilities being complete—three of the great lines, the New Jersey Midland, the Erie and the Delaware, Lackawanna and Western (Denville branch) having depots here. The famous Passaic Falls are here, the water falling at one leap more than fifty feet, and from the falls downward flows between vertical palisades of basalt. The population has increased more than 60 per cent. within the last decade, having been 33,579 in 1870, while it is 50,887 in 1880.

**Paterson Plank Road** (Hudson co.), mail W. Hoboken.

**Pattenburg** (Hunterdon co.), a post village on the Lehigh Valley Railroad,  $4\frac{1}{2}$  miles e.s.e. of Bloomsbury, with a good local trade. Population, 200.

**Paudling** (Salem co.), a hamlet on the Salem branch of the West Jersey Railroad,  $1\frac{1}{2}$  miles w. of Daretown.

**Paulina** (Warren co.), a post hamlet on the Paulinskill, nearly opposite Blairstown. Population, 110.

**Paulinus Hook** (Hudson co.), mail Jersey City.

**Paulsborough** (Gloucester co.), a post village on the Mantua Creek, 1 mile from its mouth and on the Delaware Shore Railroad,  $4\frac{1}{2}$  miles w. of Woodbury, having a large local trade, a foundry, and a population of 800.

**Pavilion** (Middlesex co.), mail Woodbridge.

**Pavonia** (Camden co.), a hamlet on the Delaware River, 1 mile above Camden. The city water-works are here.

**Pavonia** (Hudson co.), mail Jersey City.

**Peacocktown** (Camden co.), mail Berlin.

**Peapack** (Somerset co.), a post village on a tributary of the north branch of the Raritan River, 4 miles w. of Bernardsville, having a large local trade, several lime kilns and a grist mill. Population, 750.

**Pea Shore** (Camden co.), mail Cramer's Hill.

**Pedricktown** (Salem co.), a post village of 500 inhabitants, on the Old Man's Creek and on the Delaware Shore Railroad,  $3\frac{1}{2}$  miles n.e. of Penn's Grove, having a large local trade and a considerable shipping trade in dairy and garden products. Population, 405.

**Peggee Place** (Burlington co.), mail Woodmansie.

**Peggey's Puddle** (Morris co.), mail Morristown.

**Peir's Lock** (Morris co.), a former name of Denville.

**Pelletville** (Sussex co.), mail Wykertown.

**Pemberton** (Burlington co.), a post borough on the Rancocas Creek, and a terminus and junction of the Camden and Burlington County, Pemberton and Hightstown, Kinkora and Pemberton (branch of the Camden and Amboy), and Pemberton and Whiting (branch of the New Jersey Southern) Railroads, 8 miles e.s.e. of Mount Holly. It has a population of nearly 1000, a large local trade and an extensive export trade in the grains and the products of the market gardens, orchards and dairies of one of the best agricultural districts of the State.

**Pemberton Junction** (Burlington co.), mail Pemberton.

**Pennelt** (Warren co.), mail Port Murray.

**Pennelshawken** (Passaic co.), mail Paterson.

**Pennetown** (Salem co.), mail Palatine.

**Pennington** (Mercer co.), a post village on the Mercer and Somerset and Delaware and Bound Brook Railroads, about 8 miles n.n.w. of Trenton. It has a population of nearly 1000, a large local trade and a large shipping trade in grain, fruit, vegetables, butter, etc.; but Pennington is specially noted as the seat of two educational institutions of high repute.

**Penn Place** (Burlington co.), a hamlet on the Oswego, the upper portion of the Wading River, 6 miles s.e. of Harris.

**Penn's Grove** (Salem co.), a post village on the Delaware River, with a landing where a steamboat from Philadelphia lands daily, except in winter, and the western terminus of the Delaware Shore Railroad, 18 miles w.s.w. of Woodbury; it has a population of about 2000, a large local trade and a very large shipping trade, both by water and by rail, and extensive manufactures, among the leading establishments being a steam sawing and planing mill, a ship yard, 2 wagon and carriage factories, numerous lime-kilns, etc. It has considerable reputation as a summer resort for Philadelphians, etc.

**Penn's Neck** (Mercer co.), a village on the Philadelphia and New York (Pennsylvania through line) Railroad, 1 mile s.w. of Princeton Junction.

**Pennsville** (Burlington co.), mail Cinnaminson.

**Pennsville** (Camden co.), mail Palmyra.

**Pennsville** (Salem co.), a post village on the Delaware River,  $6\frac{1}{2}$  miles direct, and 9 or 10 by water, above Salem; it has a landing where a steamboat from Philadelphia lands semi-weekly, except in winter, a large hotel for summer visitors, a fishery and a considerable shipping trade. Population, 102.

**Pennsylvania Railroad Crossing** (Middlesex co.), mail Perth Amboy.

**Pennwell** (Hunterdon co.), a village on the Musconetcong River opposite Port Murray, with a good local trade and a lumber mill. Population, 137.

**Pennwell Mills** (Hunterdon co.), mail Port Murray.

**Penton** (Salem co.), mail Salem.

**Pentonville** (Salem co.), a post village at Penton Station of the Salem branch of the West Jersey Railroad, 3 miles e. of Salem.

**People's Park** (Passaic co.), mail Paterson.

**Pequanee** (Morris co.), population, 30.

**Pequanook** (Morris co.), a post hamlet on the Pompton River and on the Montclair and Greenwood Lake Railroad, 3 miles n. of Mountain View.

**Pequest Furnace** (Warren co.), mail Orange.

**Pequest** (Warren co.), mail Allamuchy.

**Perkintown** (Salem co.), a hamlet on the Delaware Shore Railroad, between Pedricktown and Penn's Grove; the vicinity abounds in game, giving the name Game Creek to a stream that rises a mile above Perkintown and flows into Salem River.

**Perrineville** (Monmouth co.), a post village 5 miles n.e. of New Sharon, in a rich agricultural district, and having a large trade. Population, 150.

**Perry Lane** (Essex co.), mail Orange.

**Perryville** (Hunterdon co.), a post hamlet 1 mile n. of Midvale. Population, 102.

**Pertantown** (Salem co.), mail Pedricktown.

**Perth Amboy** (Middlesex co.), a city and port of entry on the Staten Island Sound, at the mouth of the Raritan River, 15 miles s.s.w. of Newark; its foreign trade is inconsiderable, but its domestic trade is very large and valuable, especially by rail, for which it has complete facilities: the Central Railroad of New Jersey intersects the city from north to south, the Lehigh Valley enters it from the west, and a short line connects it with Rahway, while the northeastern terminus of the Camden and Amboy Railroad is at South Amboy, about 2 miles below; fire-clay and kaolin are abundant here, and the manufactures of Perth Amboy are mainly drain-pipes, fire-bricks and other bricks and white-ware, besides which it has an extensive cork factory; the business of the city and vicinity sustains a deposit bank, a savings bank, and two newspapers. Population, 4808.

**Pern** (Passaic co.), a hamlet on the Paterson and Newark branch of the Erie Railroad, and 1½ miles w. of Passaic.

**Petersburg** (Cape May and Morris cos.), a post village 3½ miles n.w. of Mount Pleasant, with a large local trade, a steam saw and grist mill, numerous cranberry bogs, etc.; population, 275; (2), a hamlet 4 miles s.w. of Oak Ridge, on a stream which affords power for a grist mill and a lumber mill, etc.

**Petersburgh** (Burlington co.), mail Morristown.

**Petersburgh** (Warren co.), mail Hainesville.

**Peters Valley** (Sussex co.), a hamlet on the West Branch of the Wallpack, near Bevans, and 5 miles n.w. of Branchville. Population, 90.

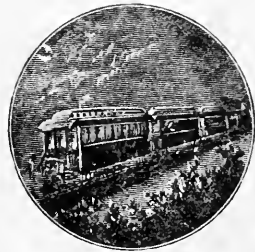
**Phalanx** (Monmouth co.), mail Port Monmouth.

**Phillipsburg** (Warren co.), a post town on the Delaware River opposite Easton, Pa., and on the Central Railroad of New Jersey, the Morris and Essex, the Lehigh Valley, and the Belvidere Delaware Railroads, and the western terminus of the Morris

Canal, 12 miles below Belvidere and 48 to 50 miles above Trenton. It is one of the most important and flourishing towns of the State, the centre of an immense interstate traffic, the western outlet of the vast mineral, agricultural and manufactured products of northern New Jersey, and in the direct line of travel and transportation between the iron and coal districts of Pennsylvania and the great markets of and via New York. The local and general rail trade of Phillipsburg is very extensive and valuable. Its manufactures are also extensive, though chiefly in the several lines of iron and steel work, the establishments comprising several machine shops, several foundries, a large locomotive works, an extensive rolling mill, a very extensive manufactory of mowers and reapers, one of boilers, one of engines, etc. The population is 7180.

**Pittstown** (Warren co.), mail Shimers.

**Pickletown** (Gloucester co.), a hamlet on the Old Man's Creek, 2 miles w. of Harding.



ON THE DELAWARE, LACKAWANNA AND WESTERN RAILROAD.

**Piersonville** (Morris co.), mail Morristown.

**Pigeon Hill** (Morris co.), mail Rockaway.

**Pile's Grove** (Salem co.), mail Woodstown.

**Pine** (Burlington co.), a hamlet 6½ miles n.w. of Harris.

**Pine Brook** (Monmouth and Morris cos.), a hamlet on the New Jersey Southern Railroad, 3 miles s.w. of Eatonton; and (2) a post hamlet on the Passaic River, at the mouth of the Pine Brook, 3½ miles n.w. of Caldwell. Population, 164.

**Pine Grove** (Camden co.), a hamlet on the West Jersey Railroad, between Gloucester and Westville.

**Pine Grove** (Warren co.), mail Shimers.

**Pine Grove** (Mercer co.), mail Trenton.

**Piney Hollow** (Atlantic co.), mail Cedar Lake or Newfield.

**Piney Hollow** (Gloucester co.), mail Cedar Lake or Newfield.

**Pine Mill** (Burlington co.), a hamlet on a tributary of the Rancocas Creek, 2½ miles n.e. of New Lisbon, with a grist mill.

**Pineville** (Gloucester co.), a hamlet.

**Pinetree** (Morris co.), mail Madison.

**Pinkneyville** (Sussex co.), a local name of Sussex.

**Piscataway** (Middlesex co.), a hamlet s. of Stelton.

**Pitman** (Gloucester co.), mail Pitman Grove.

**Pitman Grove** (Gloucester co.), a post village at Pitman station, on the West Jersey (both of the Cape May and Atlantic City lines) Railroad, 2 miles n.w. of Glassborough, having a good local trade. In a fine grove here is a favorite camp-meeting ground of the Methodist Episcopal Church. Population, 118.

**Pittengrove** (Warren co.), a hamlet 2 miles w. of Oxford.

**Pittsgrove** (Salem co.), a hamlet 2 miles n. of Newkirk. Population, 450.

**Pittstown** (Hunterdon and Salem cos.), a post village 2 miles s.w. of Landsdown, with a large local trade; population, 103; and (2) a former name of Elmer, portions of the village being still designated Upper and Lower Pittstown.

**Plainfield** (Union co.), a city on the Green Brook and on the Central Railroad of New Jersey, 13 miles w.s.w. of Elizabeth. It has a large local trade and considerable manufactures of hats, clothing, machinery, etc.; but its exceptionally delightful and healthful location has made it a city of homes rather than a business centre, and of its 8126 residents a large proportion are business men of the larger cities to the northeast. It has two national banks, an excellent hotel, two newspapers and many elegant mansions.

**Plainborough** (Middlesex co.), a post village on the Millstone River and on the Philadelphia and New York (Pennsylvania through line) Railroad, 2½ miles n.e. of Princeton Junction and 3¼ miles s.w. of Monmouth Junction. It has a large local trade, a considerable shipping trade in the products of a fertile farming district, and a carriage and wagon factory. Population, 101.

**Plain Valley** (Morris co.), mail Morristown.

**Plainville** (Gloucester co.), mail Janvier.

**Plainville** (Somerset co.), a post village ½ mile n. of Harlingen, with a good local trade. Population, 30.

**Platte Place** (Ocean co.), a hamlet n.w. of Whiting.

**Plattsburg** (Burlington co.), a hamlet near Wrightstown.

**Pleasant** (Ocean co.), mail Point Pleasant.

**Pleasant Corner** (Hunterdon co.), a hamlet near Ringoes Station.

**Pleasant Grove** (Morris co.), a post hamlet 2 miles w.n.w. of Middle Valley.

**Pleasant Grove** (Cumberland co.), mail Bridgeton.

**Pleasant Hill** (Morris co.), mail Chester.

**Pleasant Mills** (Atlantic co.), a post village on the Little Egg Harbor, at the junction of the Atsion River, 5 miles n.e. of Elwood, having a lumber and a grist mill. Population, 90.

**Pleasant Plains** (Ocean co.), mail Tom's River.

**Pleasant Plains** (Morris co.), mail Basking Ridge.

**Pleasant Plains** (Somerset co.), mail Franklin Park. Population, 46.

**Pleasant Ridge** (Hunterdon co.), mail Ringoes.

**Pleasant Run** (Hunterdon co.), a post hamlet 3 miles e. of Rowland Mills. Population, 45.

**Pleasant Valley** (Bergen co.), mail Fort Lee.

**Pleasant Valley** (Essex co.), mail Orange.

**Pleasant Valley** (Mercer co.), mail Titusville.

**Pleasant Valley** (Morris co.), mail Dover.

**Pleasant Valley** (Sussex and Warren cos.), a post village on the Paulinskill, 3 miles w. of LaFayette, with a good local trade, a saw and a grist mill; population, 75; (2) a hamlet on the Morris Canal and the Pohatcong Creek, 2 miles w.s.w. of Washington.

**Pleasantville** (Atlantic and Morris cos.), a post village on the West Jersey and Atlantic City and the Philadelphia and Atlantic City Railroads, 5½ miles w.n.w. of Atlantic City, having a good local trade, a considerable export trade in oysters, etc., and a steam planing mill; population, 225; (2) a hamlet 4 miles s. of Morristown.

**Pleasantville** (Bergen co.), mail Westwood.

**Pleasantville** (Gloucester co.), mail Newfield.

**Pleasure Bay** (Monmouth co.), mail Atlanticville.

**Pluckemin** (Somerset co.), a post village on a tributary of the north branch of the Raritan River, and on a projected railroad from Millington to Sidney, 8 miles w.s.w. of Millington. It has a large clothing factory and a valuable local trade. Population, 251.

**Pochuck Mines** (Sussex co.), mail McAfee Valley.

**Pocktown** (Hunterdon co.), mail Glen Gardner.

**Pohatcong** (Warren co.), a hamlet on the Delaware River, at the mouth of Pohatcong Creek, and on the Belvidere Delaware Railroad, near Riegelsville.

**Point Mills** (Warren co.), mail Hardwick.

**Point Pleasant** (Ocean co.), a post village on the Manasquan River, 1 mile above the ocean, 3 miles s.s.w. of Manasquan, and 7 miles e. of Bricksburgh. It has extensive fisheries and is a frequent resort of private fishing parties. Population, 525. (See also RAVEN ROCK.)

**Point Pleasant Station** (Hunterdon co.), mail Raven Rock. Population, 30.

**Pointville** (Burlington co.), a post hamlet 2 miles e.n.e. of Lewistown. Population, 150.

**Pole Tavern** (Salem co.), a hamlet adjoining, or a former, and now a colloquial, name of Pittsgrove.

**Polheimerstown** (Monmouth co.), mail Inlaystown. Population, 37.

**Polhemustown, or Polhemusville** (Burlington co.), a hamlet near Inlaystown.

**Polifly** (Bergen co.), mail Wood Ridge.

**Polktown** (Hunterdon co.), a hamlet near Junction.

**Polkville** (Warren co.), a post hamlet 3 miles e.n.e. of Columbia. Population, 51.

**Pomerania** (Atlantic co.), Population, 20.

**Pomona** (Atlantic co.), a village on the Camden and Atlantic Railroad, 5 miles s.e. of Egg Harbor City, with a station on the West Jersey and Atlantic City Railroad, and one on the Philadelphia and Atlantic City Railroad.

**Pompton** (Passaic co.), a post village on the Ringwood River, 2 miles above where the confluence of the Pequannock and Ringwood Rivers forms the

Pompton River, and on the New Jersey Midland Railroad, 1 mile e. of Pompton Junction, where the Montclair and Greenwood Lake Railroad crosses the Midland. It has a large local trade, a good export trade and considerable manufactures—car springs, files, etc. Pompton Junction is in Passaic County. Population, 350.

**Pompton Furnace** (Passaic co.), a hamlet 2 miles below Pompton, at the confluence of the Pequannock and Ringwood Rivers in the Pompton. It has an iron furnace. Population, 70.

**Pompton Junction** (Passaic co.), mail Pompton.

**Pompton Plains** (Morris co.), a post village on the Pompton River and on the Montclair and Greenwood Lake Railroad, 2½ miles below Pompton Junction, having a good local trade. Population, 113.

**Poud Run** (Mercer co.), a hamlet near Trenton.

**Ponds** (Passaic co.), mail Pompton.

**Pontiac** (Hudson co.).

**Poplar** (Monmouth co.), mail Ocean Grove.

**Poplar Church** (Bergen co.), mail Pompton.

**Porchtown** (Gloucester co.), a village 1 mile s.w. of Iona, with a good local trade. Population, 125.

**Port Colden** (Warren co.), a post village on the Morris Canal, and on the Delaware, Lackawanna and Western Railroad (main line), 1 mile n. of Washington, having a considerable local trade and a shop and yard where boats are built for the canal. Population, 202.

**Port Delaware** (Warren co.), mail Phillipsburgh.

**Port Elizabeth** (Cumberland co.), a post village on the Maurice River, 2 miles s. of Manumuskin and 2½ miles n.e. of Underwood, having a glass works, a large local trade and a good export trade in fruit, vegetables, fish, etc. Population, 504.

**Port Franklin** (Warren co.), mail Broadway.

**Port Hopkins** (Sussex co.), mail Stanhope.

**Port Johnson** (Hudson co.), mail Bergen Point.

**Portland Place** (Monmouth co.), mail Navasink.

**Port Mercer** (Mercer co.), a hamlet on the Raritan Canal, 2½ miles from Lawrence Station.

**Port Monmouth** (Monmouth co.), a post village on the Sandy Hook Bay, the northern terminus of one arm of the New Jersey Southern Railroad, 6 miles n. of Red Bank. It has a large local trade, a valuable export trade in fish, fish oils, etc., and manufactures of fish oil, fertilizers, etc. Population, 500.

**Port Morris** (Morris co.), a post hamlet on Lake Hopatcong and on the Morris and Essex Railroad, 5½ miles e. of Waterloo Station. Population, 263.

**Port Murray** (Warren co.), a post village on the Morris Canal and on the Morris and Essex Railroad, 4 miles n.e. of Washington, having a large local trade and a good shipping trade. Population, 252.

**Port Norris** (Cumberland co.), a post village on the Maurice River and on the Bridgeton and Port Norris Railroad, 2 miles above Bay Side View, the southern terminus of the road, and 2½ miles above the Maurice River Cove; it has a large interest in

the fisheries of the cove and bay, a large local trade and a very large and valuable export trade in oysters, etc. Population, 350.

**Port Oram** (Morris co.), a post village of nearly 1000 inhabitants, and one of the most important villages of the mining district of northern New Jersey; it is on the Morris Canal and on the main line of the Morris and Essex Railroad, and a terminus and junction of the High Bridge branch of the Central Railroad of New Jersey, of the Chester branch of the Morris and Essex, and of the Mount Hope Mineral Railroad; it has a very large local trade, an extensive and very valuable export trade in iron and its products, a large blast furnace and iron mines.

**Port Republic** (Atlantic co.), a post village on and near the mouth of a tributary of the Little Egg Harbor River, 5 miles n.e. of Pomona, having a lumber and a grist mill, valuable fisheries, and a large local trade, being the business centre of the fishing district north and east of Atlantic City. Population, 251.

**Port Town** (Somerset co.), mail Plainville.

**Port Warren** (Warren co.), a hamlet on the Morris Canal, 2 miles w.s.w. of Stewartville.

**Port Washington** (Warren and Monmouth cos.), a hamlet on the Morris Canal and on the Morris and Essex Railroad, 1 mile e. of Washington.

**Port Windsor** (Mercer co.), a hamlet near Princeton Junction.

**Postertown** (Cape May co.), mail South Dennis.

**Postville** (Passaic co.), a former name of Union Valley.

**Postville** (Warren co.), mail Allamuchy.

**Potter Creek** (Ocean co.), mail Bayville.

**Potterstown** (Hunterdon co.), a hamlet near Lebanon.

**Pottersville** (Hunterdon co.), a post village on the Lamington River, and 6 miles e. of Califon, having a manufactory of farm implements, a foundry, 2 grist mills, and a good local trade. Population, 125.

**Powerville** (Morris co.), a former name of Bonton.

**Prallsville** (Hunterdon co.), a hamlet on the Delaware River and on the Belvidere Delaware Railroad, 2 miles below Raven Rock.

**Prattsville** (Hunterdon co.), mail Stockton.

**Preakness** (Passaic co.), a hamlet 2 miles n.e. of Mountain View.

**Princesville** (Mercer co.), a hamlet 4 miles n. of Lawrence Station.

**Princeton** (Mercer co.), a post borough on a ridge rising gradually from the Millstone River, the eastern part of the borough, distinctively designated Queens-ton, being near the river's edge, while the western part, the most elevated, is nearly two miles back; a three-mile branch road connects it with the Philadelphia and New York (Pennsylvania through line) Railroad at Princeton Junction, a post hamlet 9½ miles n.e. of Trenton; while the Raritan Canal crosses the Millstone River one mile s.w. of the borough and follows the river course northwards; the

borough is the seat of Princeton College and of a Presbyterian Theological Seminary, and has a very large local trade, with a population of 4348.

**Princeton Basin** (Mercer co.), mail Princeton.

**Princeton Junction** (Mercer co.) Population, 30.

**Princetonville** (Mercer co.), mail Trenton.

**Progress** (Burlington co.), a hamlet on the Camden and Amboy Railroad,  $\frac{1}{2}$  mile s.w. of Riverside.

**Prospect** (Gloucester co.), a hamlet on the Delaware Shore Railroad, 1 mile s.w. of Bridgeport.

**Prospect Farm** (Warren co.), mail Hardwick.

**Prospect Hall** (Warren co.), mail Blairstown.

**Prospect Hill** (Morris co.), mail Morristown.

**Prospect Hill** (Union co.), mail Rahway.

**Prospect Plains** (Middlesex co.), a post village on the Camden and Amboy Railroad, 5 miles n.e. of Hightstown, having a large local trade and a good shipping trade in products. Population, 300.

**Prospecttown** (Ocean co.), mail Hornerstown.

**Prospecttown** (Monmouth co.), mail New Egypt.

**Prospecttown** (Ocean co.), a village 3 miles e. of Cream Ridge, with a grist mill and a good local trade.

**Prudentown** (Morris co.), mail Morristown.

**Pullentown** (Monmouth co.), a hamlet  $\frac{3}{4}$  mile n.w. of Imlaystown.

**Quaker Bridge** (Burlington co.), a hamlet on the Batsto River, and 4 miles s.e. of Atsion.

**Quakertown** (Hunterdon co.), a post village 3 miles s. of Sidney, with a large local trade. Population, 200.

**Quarry** (Sussex co.), mail Quarryville.

**Quarryville** (Sussex co.), a post village at Quarry Station of the New Jersey Midland Railroad, 3 miles n.e. of Deckertown, having a large local trade, a good shipping trade, and quarries of superior building stone; it is 4 miles s. of Unionville, Orange co., N.Y. Population, 64.

**Queenston** (Mercer co.) See PRINCETON.

**Quinton** (Salem co.), a post village on the Alloway Creek, 3 miles s.w. of Alloway Station, and 4 miles s.e. of Salem, having a large local trade and extensive glass works. Population, 400.

**Quinton's Bridge** (Salem co.), mail Quinton.

**Ragtown** (Cumberland co.), mail Dividing Creek.

**Rahway** (Union co.), a city with a population of 6454, on the Rahway River,  $3\frac{1}{4}$  miles above its mouth; it is intersected by the Philadelphia and New York (Pennsylvania through line) Railroad,  $5\frac{1}{2}$  miles s.w. of Elizabeth, and a five-mile railroad connects it with Perth Amboy; it has a very large domestic trade and a large export trade, while its manufactures are both extensive and valuable, including springs, axles, and wheels for railroad cars, woolen fabrics, printing presses, clothing, shoes, carriages, etc.; its business sustains two national banks, two savings banks, and two newspapers.

**Rahway Neck** (Middlesex co.), mail Rahway.

**Railroad Mills** (Middlesex co.), mail Spotswood.

**Ralstonville** (Morris co.), mail Mendham.

**Ramapo** (Bergen co.), a hamlet on the river of the same name, and 1 mile w. of Mahwah.

**Ramapo Valley** (Bergen co.), mail Oakland.

**Rammel's Mills** (Cumberland co.), mail Bridgeton.

**Ramsey's** (Bergen co.), a post village on the Erie Railroad, 2 miles n. of Allendale, with a large local trade. Population, 469.

**Ramseysburgh** (Warren co.), mail Delaware Station.

**Ramseyville** (Warren co.), mail Washington.

**Rancocas** (Burlington co.), a post village near the creek of the same name, 2 miles n. of Masonville and 2 miles w.s.w. of Deacon's Turnout; it has a large local trade. Population, 378.

**Randall Hill Mines** (Morris co.), mail Dover.

**Randall's** (Bergen co.), a hamlet on the Jersey City and Albany Railroad, near Schraalenburg.

**Randolph** (Morris co.), mail Mount Freedom.

**Randolphville** (Middlesex co.), mail New Market.

**Raritan** (Hunterdon co.), mail Flemington.

**Raritan** (Middlesex co.), mail Metuchen.

**Raritan** (Somerset co.), a post village of 2755 inhabitants, on the river of the same name, and on the Central Railroad of New Jersey, 1 mile above Somerville; it has a large local trade, a large shipping trade, and very extensive manufactures, including a large woolen mill, a braid factory, two foundries, two machine shops, two grist mills, etc.; its business supports a national bank.

**Raritan Beach** (Middlesex co.), mail Perth Amboy.

**Raritan Landing** (Middlesex co.), mail New Brunswick.

**Raritan River Clay Co.** (Middlesex co.), mail Perth Amboy.

**Rathmore** (Bergen co.), mail Tenaflly.

**Rattletown** (Morris co.), mail Flanders.

**Raven Rock** (Hunterdon co.), a post village on the Delaware River and on the Belvidere Delaware Railroad, 5 miles above Lambertville; it is opposite Point Pleasant, Pa., and its station is often called Point Pleasant Station; it has a large local trade and a considerable shipping trade in the agricultural and manufacturing products of a large district.

**Reading** (Hunterdon co.), mail Clinton.

**Readingburg** (Hunterdon co.), a hamlet near High Bridge.

**Readington** (Hunterdon co.), a post village 3 miles s.w. of North Branch Depot and 4 miles n.e. of Three Bridges, with a good local trade. Population, 125.

**Reaville** (Hunterdon co.), a post village 2 miles e.s.e. of Copper Hill, and 3 miles s.e. of Flemington, with a good local trade. Population, 150.

**Recklesstown** (Burlington co.), a post village 4 miles s.e. of Bordertown, with a large local trade. Population, 204.

**Red Bank** (Gloucester and Monmouth cos.), a hamlet on the bank of the Delaware River,  $6\frac{1}{2}$  miles below Camden, the site of which was the scene of a

famous battle of the revolution, in which the Americans defeated a superior force of Hessians, October 21, 1777; (2) a flourishing post town on the Navasink River, where it expands into a wide bay or inlet, and at the intersection of the Central Railroad of New Jersey and the New Jersey Southern. It has daily steamboat communication with New York city. Its local trade is very large, and its export trade in oysters and the various products of the Shrewsbury district is both extensive and valuable, as are also its manufactures, including a large foundry, a brush factory, two steam sawing and planing mills, etc. It has a first-class hotel, two national banks, a newspaper, and a population of 3800.

**Red Lion** (Burlington co.), a post hamlet 3 miles s. of Vincentown.

**Red Lion** (Gloucester co.), mail Unionville.

**Red Mills** (Bergen co.), a village near Lodi, having a blanket and a lumber mill.

**Red Oak Grove** (Burlington co.), mail Woodmansie.

**Red Tavern** (Middlesex co.), mail Hightstown.

**Red Valley** (Monmouth co.), a post hamlet 2 miles n.e. of Imlaystown, with a grist mill. Population, 150.

**Reeve, or Reeve's Station** (Burlington co.), a hamlet on the Medford Railroad, 2 miles s. of Lumberton. Population, 36.

**Reedtown** (Atlantic co.), mail Oceanville.

**Reeves Mill** (Cumberland co.), mail Manumusklin.

**Reeves Mill** (Gloucester co.), mail Pitman Grove.

**Reimersville** (Sussex co.), mail Beemerville.

**Reliat** (Burlington co.), mail Buddtown.

**Repaupo** (Gloucester co.), a post hamlet on the Delaware River, near Repaupo station of the Delaware Shore Railroad, 9½ miles w. of Woodbury. Population, 47.

**Remsterville** (Salem co.), mail Allowaystown.

**Rhad Hill** (Middlesex co.), a hamlet near Jamesburg.

**Rhode Hall** (Middlesex co.), mail Jamesburg.

**Ricefield** (Somerset co.), mail Roysfield.

**Rice's Mills** (Warren co.), mail Hackettstown.

**Rice's Pond** (Warren co.), mail Hope.

**Rieville** (Monmouth and Somerset cos.), a hamlet adjoining Navasink, supported by fishing; (2) a name sometimes applied to Roysfield—originating, possibly, in mispronunciation.

**Richard Mine** (Morris co.), mail Port Oram.

**Richard's Hill** (Gloucester co.), a former name of Jefferson.

**Riehfield** (Passaic co.), a flourishing village of 500 inhabitants.

**Riehfield** (Passaic co.), a post village on the Paterson and Newark branch of the Erie Railway, 4 miles s. of Paterson; it has a good local trade.

**Rielmantou** (Salem co.), mail Yorketown.

**Riehnmanville** (Salem co.), a hamlet near Yorketown. Population, 31.

**Richmond** (Salem co.), mail Yorketown.

**Richmond Hill** (Mercer co.), mail Trenton.

**Richmondville** (Salem co.), a hamlet 2½ miles n. of Yorketown. Population, 28.

**Ridge** (Middlesex co.), mail Kingston.

**Ridgefield** (Bergen co.), a post hamlet on the Northern Railway, 3 miles n. of Granton; it has a large hotel for summer boarders. Population, 317.

**Ridgefield Junction** (Bergen co.), mail Ridgefield.

**Ridgefield Park** (Bergen co.), a hamlet on the New Jersey Midland, 2 miles s. of the junction of the Jersey City and Albany Railroad, and 4 miles n. of New Durham.

**Ridgefieldtown** (Ocean co.), mail Barnegat.

**Ridge Road** (Essex co.), mail Verona.

**Ridge Road** (Morris co.), a hamlet near Cedar Grove.

**Ridgewater** (Somerset co.), mail Martinsville.

**Ridgeway** (Ocean co.), a hamlet on the Ridgeway Brook and on the New Jersey Southern Railroad, 2 miles n.e. of Manchester and 5 miles n.e. of Whiting.

**Ridgewood** (Bergen and Essex cos.), a post village on the Erie Railway, 3 miles n.n.e. of Hawthorne, with a large local trade, a good shipping trade, and a population of 926; (2) a hamlet on the Denville branch of the Morris and Essex Railroad, ½ mile n.w. of Bloomfield.

**Ridgewood Works** (Essex co.), mail Bloomfield.

**Riegelville** (Sussex co.), mail Beemerville.

**Riegelsville** (Warren co.), a post village on the Delaware River, opposite a post village of the same name in Bucks Co., Pa. (with which it is connected by a bridge), at the mouth of the Musconetcong River, with Mount Joy on the opposite bank of the latter river; it is also on the Belvidere Delaware Railroad, 9 miles s.e. of Phillipsburgh. It has a very large local trade, a large and valuable shipping trade, a large paper mill, two lumber mills, a grist mill, etc. Population, 476.

**Rifton Mills** (Warren co.), mail Belvidere.

**Ringoes** (Hunterdon co.), a post village 1 mile s.e. of Ringoes Station, a hamlet on the Flemington branch of the Belvidere Delaware Railroad, 4½ miles s. of Flemington and 5 miles n.e. of Lambertville; the village has a large local trade. Population, 300.

**Ringoes Station** (Hunterdon co.), mail Ringoes.

**Ringwood** (Passaic co.), a post village on the Ringwood River, and the northeastern terminus of the Ringwood branch of the Montclair and Greenwood Lake Railroad, 3 miles n.n.e. of Ringwood Junction, a hamlet 6 miles n.n.e. of Pompton Junction. The village has a large local trade, a large export trade in the products of a fertile district, and in iron ore, etc.; excellent iron ore is found here, but not properly mined. Population, 600.

**Ringwood Junction** (Passaic co.), mail Ringwood.

**Rio Grande** (Cape May co.), a post hamlet on the West Jersey Railroad, 6½ miles n.n.e. of Cape May. Population, 184.

**Rio Grande Village** (Cape May co.), mail Rio Grande.

**Rising Sun Square** (Burlington co.), mail Bordentown.

**Risleyville** (Atlantic co.), a hamlet 1 mile s. of Pleasantville.

**Riverdale** (Morris co.), a village on the Pequannock River and on the Montclair and Greenwood Lake Railroad, 1 mile s. of Pompton Junction, with a good local and a shipping trade in farm produce and manufactures.

**River Edge** (Bergen co.), a post hamlet on the Hackensack River and on the New Jersey and New York Railroad,  $3\frac{1}{2}$  miles n. of Hackensack. Population, 150.

**River Road** (Hudson co.), mail Guttenburgh.



FOR SANDY HOOK AND LONG BRANCH

**Riverside** (Burlington and Passaic cos.), a post village on the Delaware River, at the mouth of the Rancocas Creek and on the Camden and Amboy Railroad,  $10\frac{1}{4}$  miles n.e. of Camden, having a population of 600, a large local trade, a large shipping trade by water and rail, a pottery and a tannery; population, 900; (2) a station of the New Jersey Midland Railroad, on the Passaic River, opposite Paterson on the north, contiguous to or identical with Hawthorne.

**Riverton** (Burlington co.), a post village on the Delaware River and on the Camden and Amboy Railroad, 3 miles below Riverside, with a good local trade and a shipping trade by water and rail. Population, 600.

**Riverton** (Morris co.), mail Mendham.

**Rivervale** (Bergen co.), a post village on the Hackensack River, 2 miles n.e. of Westwood and  $2\frac{1}{2}$  miles n.w. of Norwood, having a large local trade and a manufactory of folding chairs. Population, 379.

**River View** (Bergen co.), mail River Edge.

**Roadstown** (Cumberland co.), a post village  $4\frac{1}{2}$  miles w. of Bridgeton, with a large local trade. Population, 200.

**Robbins Tavern** (Cumberland co.), mail Port Norris.

**Robbinsville** (Mercer co.), a post village at Newtown station of the Camden and Amboy Railroad, 7

miles n.e. of Bordentown, with a good local trade. Population, 100.

**Robertsville** (Monmouth co.), a hamlet 2 miles w. of Hillsdale.

**Roechdale** (Bergen co.), a hamlet on the Passaic River, opposite Paterson on the north-east.

**Rochelle Park** (Bergen co.), a post hamlet on the New Jersey Midland Railroad, e. of Paterson.

**Rockaway** (Hunterdon co.), mail Whitehouse.

**Rockaway** (Morris co.), a post village of 1500 inhabitants, on a river of the same name, on the Morris Canal,  $\frac{1}{2}$  mile from Rockaway station of the Morris and Essex Railroad, which is 2 miles e.n.e. of Dover. Rockaway is the southern terminus and the junction of one of the railroads to Mount Hope, and of the Hibernia Mines Railroad. It is one of the most important villages and a business centre of the rich mining district of northern New Jersey; it has a very large local trade, an extensive and valuable export trade in the ores and manufactured products of the vicinity, a large rolling mill, a large foundry, a forge, etc.

**Rockaway Neck** (Morris co.), a hamlet near Hanover.

**Rockaway Valley** (Morris co.), a hamlet on the Rockaway River, n. of Boonton.

**Rockdale** (Passaic co.), mail Paterson.

**Rocklawn, or Rocktown** (Hunterdon co.), a hamlet  $2\frac{1}{2}$  miles s. of Ringoes.

**Rock Mill** (Somerset co.), a hamlet near Skillman.

**Rockport** (Sussex and Warren cos.), a hamlet 2 miles w. of Unionville, N. Y.; a village on the Morris Canal and on the Morris and Essex Railroad, 3 miles s.s.w. of Hackettstown, with a good local trade.

**Rockroad** (Passaic co.), mail Paterson.

**Roeksburg, or Roxburg** (Warren co.), a post village on the Delaware River and on the Belvidere Delaware Railroad,  $3\frac{1}{4}$  miles below Belvidere, with a good local trade, a shipping trade, a foundry, a plough factory, and quarries where limestone of a pink color is obtained. Population, 200.

**Rock Spring** (Essex co.), mail Orange.

**Rocktown** (Hunterdon co.), mail Ringoes.

**Rocky Hill** (Somerset co.), a post village on the western bank of the Millstone River and the Raritan Canal, and  $\frac{3}{4}$  mile w. of Rocky Hill Station, the western terminus of the Rocky Hill branch of the Philadelphia and New York (Pennsylvania through line) Railroad, 5 miles w.n.w. of Monmouth Junction. The village has a large local trade, a large shipping trade in the products of a fine farming district and in stone and manufactured goods, a woolen mill, a grist mill and quarries of building stone. Population, 700. (See WASHINGTON'S HEADQUARTERS.)

**Rocky Hill Station** (Somerset co.).

**Rose Band** (Passaic co.), mail Paterson.

**Rose Cottage** (Warren co.), mail Hope.

**Rosedale** (Mercer co.), mail Mount Rose.

**Rosedale Mills** (Mercer co.), mail Princeton.



**Roseland** (Somerset co.), mail Bound Brook.

**Roseland** (Essex co.), a post village at the base of the Second Mountain, 5 miles w.n.w. of Orange, having a large local trade and a shoe factory. Population, 500.

**Roselle** (Union co.), a post village on the Central Railroad of New Jersey, 3 miles w. of Elizabethtown, the seat of several schools of excellent repute, and having a large local trade. Many business men of the cities of Newark, Jersey City and New York reside here. Population, 567.

**Roselyn** (Essex co.), a hamlet near Caldwell.

**Rosemont** (Hunterdon co.), a hamlet near Raven Rock. Population, 100.

**Rosehayn** (Cumberland co.), a post hamlet on the New Jersey Southern Railroad, 5 miles n.e. of Bridgeton. Population, 200.

**Rose Park** (Essex co.), mail Belleville.

**Rosville** (Morris co.), mail Dover.

**Roseville** (Essex and Sussex cos.), a former village, now a station in the city of Newark, at the junction of the Denville branch with the Orange, Chatham and Morristown line of the Morris and Essex Railroad; (2) a hamlet and summer resort near the Hopatcong Lake, and 2½ miles e. of Whitehall; it is in a delightful and beautiful rolling country, on the side of a small stream, but the presence of a large amount of excellent iron ore is likely to convert it into an active mining village.

**Roseville Mines** (Sussex co.), mail Andover.

**Ross Corner** (Sussex co.), mail Augusta.

**Rossfield** (Somerset co.), mail Somerville.

**Roswell Station** (Union co.), mail Elizabeth.

**Roulou's Road** (Gloucester co.), mail Swedesborough.

**Roundabout** (Middlesex co.), mail South River.

**Roundhay** (Essex co.), mail Belleville.

**Round Top Schoolhouse** (Somerset co.), mail Martinsville.

**Round Valley** (Hunterdon co.), mail Lebanon.

**Rowantown** (Camden co.), mail Haddonfield.

**Rowland Mills** (Hunterdon co.), a post hamlet on the south branch of the Raritan River and on the Lehigh Valley Railroad, 4 miles n.w. of Flemington Junction, with a grist and a lumber mill. Population, 27.

**Roxbury** (Warren co.), a misspelling of Rockburg.

**Roxbury** (Morris co.), mail Drakesville.

**Roxbury Township** (Morris co.), mail Budd's Lake.

**Roxbury Township** (Sussex co.), mail Flanders.

**Roysfield** (Somerset co.), a post village on the Lehigh Valley Railroad, with a station on the Flemington and Somerville branch of the Central Railroad of New Jersey, 2 miles s. of Somerville; it has a good local trade and some shipping trade. Population, 46.

**Rues Corners** (Burlington co.), mail Fellowship.

**Rulou's Road** (Gloucester co.), mail Swedesborough.

**Rumsey** (Monmouth co.), mail Fair Haven.

**Runyon** (Somerset co.), a hamlet on the Millstone River and on the Raritan Canal, opposite Blackwell's Mills and 2 miles s. of East Millstone.

**Rural Place** (Morris co.), mail Stanhope.

**Rushberg** (Bergen co.), mail Edgewater.

**Russellville** (Bergen co.), mail Rivervale.

**Russia** (Morris co.), mail Milton.

**Rustie** (Morris co.), a post hamlet at Drakesville Station.

**Rutherford, or Rutherford Park** (Bergen co.), a post village on the Passaic River and on the Denville branch of the Delaware, Lackawanna and Western and the Erie Railroads, 3½ miles below Passaic. The name of the postoffice and of the station of the Denville road is simply Rutherford, while the name of the station of the Erie road is Rutherford Park, by which the village is mostly designated (the two were at one time separate hamlets). The village has a large local trade, a planing mill, a hotel and many elegant mansions of retired and of active business men of Jersey City, Newark and New York. Population, 900.

**Rutherford's** (Sussex co.), mail Vernon.

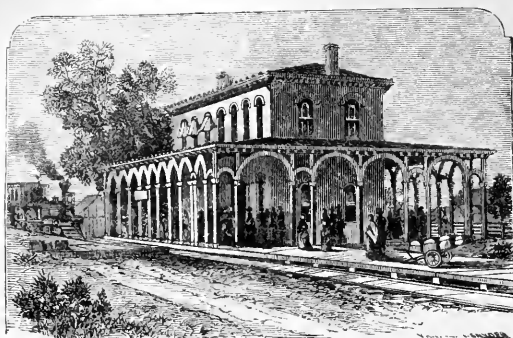
**Saddle River** (Bergen co.), a post village on a tributary of the Passaic River, 2 miles n.e. of Allendale, having a large local trade, a foundry, a woolen mill and an extensive edge-tool manufactory. Saddle River township at one time extended to the northern limit of the county, and westward beyond the present site of Paterson, and this village was then its chief hamlet. The township was so named after the Passaic River, which was usually called Saddle River in this part of its course, in consequence of its peculiar curves around the subsequent site of Paterson. Population, 325.

**Saddle River Valley** (Bergen co.), mail Hohokus.

**Saddlertown** (Camden co.), mail Haddonfield.

**Salem** (Sussex co.), mail Deckertown.

**Salem** (Salem co.), a city, the capital of the county, on the Salem River (or creek), 3¼ miles above its mouth (called Salem Cove) in the Delaware River, and the western terminus of the Salem branch of the West Jersey Railroad, 42¼ miles by rail, nearly 50 by water, and about 30 in a direct line s.w. of Camden. It is an active, busy little city, and is steadily growing in substantial wealth, though its growth in population has not been large in the last decade, having been 4555 in 1870, and being only 5353 in 1880. It is the business centre of a large and fertile farming district, has a large local trade and a very large and valuable export trade, by both rail and water, steamboats plying daily (during the summer season two steamers daily), except in the winter months, and many sailing vessels at frequent intervals, between Salem and Philadelphia. It has also considerable manufactures, the leading establishments being a large foundry, two glass works, four extensive canning establishments, an oil-cloth factory, one large flour mill, three carriage factories, planing mill, etc. Its business sustains a



STATION ON THE LEHIGH VALLEY RAILROAD.

national bank and two newspapers. The first English settlement was made here in 1641. (See article on SALEM COUNTY.)

**Salina** (Gloucester co.), a post hamlet near Barnsborough. Population, 100.

**Saltersville** (Hudson co.), a former post village, now a part of Bayonne.

**Samptown** (Middlesex co.), mail Plainfield.

**Sand Brook** (Hunterdon co.), a post village 4 miles s.w. of Flemington. Population, 76.

**Sanderson** (Warren co.), mail Hainesburg.

**Sanderstown** (Sussex co.), mail Deckertown.

**Sand Hills** (Mercer co.), mail Yardville.

**Sand Hills** (Middlesex co.), mail Deans.

**Sandiston** (Sussex co.), a hamlet near Hainesville.

**Sandtown** (Burlington co.), a hamlet between Medford and Vincentown.

**Sandy Hill** (Passaic co.), mail Paterson.

**Sandy Hill** (Morris co.), mail Madison.

**Sandy Hill** (Hunterdon co.), mail Annandale.

**Sandy Hook Pier** (Monmouth co.), a fishing hamlet and landing  $1\frac{3}{4}$  miles s. of the lighthouse at the point of Sandy Hook, and the northern terminus of an arm of the New Jersey Southern Railroad. Large quantities of oysters, produce, etc., are brought here by rail and shipped by water for New York and elsewhere.

**Sandy Hook Pier** (Monmouth co.), mail New York.

**Sandy Hook Station** (Monmouth co.), mail New York.

**Sandy Ridge** (Hunterdon co.), mail Stockton.

**Sandy Stone** (Sussex co.), mail Layton.

**Sandy View** (Monmouth co.), mail Middletown.

**Santa Anna** (Gloucester co.), mail Cedar Lake.

**Santiago Park** (Passaic co.), mail Passaic.

**Sarepta** (Warren co.), mail Hope.

**Sawyer's Grove** (Middlesex co.), mail Rahway.

**Saxton's Falls** (Warren co.), mail Hackettstown.

**Sayersville**, or **Sayreville** (Middlesex co.), a post village on the Raritan River, midway between New Brunswick and South Amboy, with a good local trade

and manufactures of fire bricks, other bricks and earthenware. Population, 900.

**Schenck's Mills** (Somerset co.), mail Pluckemin.

**Schetterville** (Cumberland co.), mail Millville.

**Schofield** (Morris co.), mail Milton.

**Schofield Mines** (Morris co.), a mining hamlet of the Ogden mining district.

**Schooley's Mountain** (Morris co.), a post village and summer resort on the southern and southwestern slope of the mountain (1200 feet altitude) of the same name, 2 miles e.s.e. of Rockport and 3 miles w. of Naughtright-

ville. It has a fine chalybeate medicinal spring (containing carbonated oxide of iron with salts of lime, soda and magnesia), two good hotels and several boarding houses. Iron ore has been found within a few years here and along the southeastern side of the mountain to Mount Olive, and mining is in successful operation. Population, 163.

**Schraalenburg** (Bergen co.), a post village on the Jersey City and Albany branch of the New Jersey Midland Railroad, near Hackensack; it has a good local trade. Population, 386.

**Schutzen Park** (Hudson co.), mail New Durham.

**Schuyler's Basin** (Passaic co.), mail Pompton.

**Schnyl's Mine** (Essex co.), mail Belleville.

**Seobeyville** (Monmouth co.), a post hamlet 4 miles w.s.w. of Eatonton. Population, 200.

**Scotch Hill** (Passaic co.), mail Paterson.

**Scotch Mountain** (Warren co.), mail New Village.

**Scotch Plains** (Union co.), the postoffice name of Fanwood. Population, 500.

**Scotland Road** (Essex co.), mail South Orange.

**Scott's Corners** (Middlesex co.), a hamlet near Plainsborough.

**Scrabletown** (Hunterdon co.), a hamlet near Whitehouse Station.

**Scrapetown** (Burlington co.), near New Lisbon.

**Sender's Falls** (Mercer co.), a hamlet on the Delaware River and on the Belvidere Delaware Railroad, 1 mile above Greensburg.

**Seultown** (Salem co.), a former name of Auburn.

**Senlville** (Atlantic co.), mail Steelmanville.

**Sea Breeze** (Cumberland co.), a hamlet and bathing resort on the Delaware Bay, with a landing to which steamboats ply daily during the summer from Philadelphia; it has a hotel, excursion house, etc.

**Seabright** (Monmouth co.), a post village and summer resort on the Sandy Hook peninsula and on the New Jersey Southern Railroad, having a hotel, boarding houses, and cottages for summer visitors. Population, 600.

**Sea Girt** (Monmouth co.), a village and summer resort on the Central Railroad of New Jersey, 1 mile n. of Manasquan, having boarding houses, a fine beach for bathing, etc. Population, 47.

**Sea Grove** (Monmouth co.), mail Spring Lake.

**Sea Grove** (Cape May co.), a former name of Cape May Point.

**Sealtown** (Morris co.), near Schooley's Mountain.

**Sealtown** (Hunterdon co.), mail Flemington.

**Sea Plain** (Monmouth co.), a post village on the ocean and on the Central Railroad of New Jersey, between Ocean Beach and Spring Lake; it is mainly a private summer resort consisting of handsome villas and mansions. Population, 248.

**Sea Side Park** (Ocean co.), mail Toms River.

**Sea View** (Cumberland co.), mail Fairton.

**Seaview** (Atlantic co.), mail Linwood.

**Seaview House** (Monmouth co.), mail Oceanic.

**Seaville** (Cape May co.), a post village 3 miles from the ocean and 3 miles n.e. of Seaville station of the West Jersey Railroad, having a large local trade and considerable interest in fishing and cranberry culture. Population, 106. (See SOUTH SEAVILLE.)

**Secaucus** (Hudson co.), a hamlet on the Erie Railroad where it crosses the Hackensack River. Population, 500.

**Second River** (Essex co.), mail Belleville.

**Seigelville** (Union co.), mail Elizabeth.

**Seraply** (Warren co.), mail Bridgeville.

**Sergeantsville** (Hunterdon co.), a post village 4 miles w. of Ringoes Station, with a large local trade. Population, 214.

**Seton Hall** (Essex co.), mail South Orange.

**Seven Mile Beach** (Cape May co.), mail Townsend Inlet.

**Sextonsville** (Hunterdon co.), near Tumble.

**Shady Side** (Bergen co.), mail Fairview.

**Shamong** (Burlington co.), a post village on the New Jersey Southern Railroad, 12 miles s.w. of Whiting, having a good local trade and some shipping trade; it is on the west branch of the Wading River, which affords power for a lumber mill.

**Shamong** (Burlington co.), population, 100.

**Shamong Township** (Burlington co.), mail Atsion.

**Shanersport** (Hunterdon co.), mail West End.

**Shark River** (Monmouth co.), a former name of Hamilton.

**Shark River Station** (Monmouth co.), mail Hamilton.

**Sharon, or Sharon Station** (Monmouth co.), the station name of New Sharon.

**Sharpstown** (Salem co.), a post village on the Salem River, and 5 miles n.w. of Yorketown, with a good local trade. Population, 250.

**Sharouville** (Union co.), mail Plainfield.

**Shay's Corners** (Warren co.), mail Hainesburg.

**Shedakers** (Burlington co.), mail Burlington.

**Shelldown** (Burlington co.), a hamlet on the Crosswicks Creek, and 3½ miles w. of Cream Ridge.

**Shelldown** (Monmouth co.), mail Ellisdale.

**Sheppard's Mills** (Cumberland co.), a hamlet on the Bayside extension of the Bridgeton branch of the West Jersey Railroad, 5 miles s.w. of Bridgeton.

**Shiloh** (Cumberland and Warren cos.), a post village 4 miles n.w. of Bridgeton, with a good local trade, population, 414; (2), a hamlet on the north branch of the Pequest River to the west of the Jenny Jump Mountains, and 5 miles s.e. of Blairstown.

**Shimer & Clayton Mills** (Ocean co.), mail Metedeconk.

**Shiners** (Warren co.), a village. Population, 500.

**Shippensport** (Morris co.), a hamlet on the Morris Canal and on the Morris and Essex Railroad, 2 miles e. of Stanhope Station.

**Shippensport** (Warren co.), mail Hainesburg.

**Shirley** (Salem co.), population, 200.

**Shoal Harbor** (Monmouth co.), mail Port Monmouth.

**Shoemaker's Landing** (Warren co.), mail Calno.

**Shoreville** (Monmouth co.), mail Ocean Beach.

**Short Hills** (Union co.), mail Scotch Plains.

**Shrewsbury** (Monmouth co.), a post village on the Shrewsbury River and on the New Jersey Southern Railroad, 2 miles s. of Red Bank; Shrewsbury Station is 1 mile n.e. on the Shrewsbury Inlet and on the Central Railroad of New Jersey; the inlet has some of the finest oyster beds of the coast, and the village and its station have a large and valuable export trade in the oysters, etc., taken here and in the vicinity, and a good local trade. Population, 274.

**Shrewsbury Station** (Monmouth co.).

**Shriverville** (Burlington co.), mail Smithville.

**Sicklerville, or Sicklertown** (Camden co.), a post village on the Williamstown Railroad, 5 miles s.w. of Atco, having a large manufactory of glass hollow-ware. Population, 150.

**Sicomac** (Bergen co.), a hamlet s. of Pompton.

**Sidney** (Hunterdon co.), a post village on the Lehigh Valley Railroad, 9 miles e.s.e. of Bloomsburg, with a good local trade and some shipping trade, which will be materially increased upon the completion of a projected railroad from Sidney to Millington, shortening the distance to New York. Population, 67.

**Silverton** (Ocean co.), a post village on the Barnegat Bay, near its northern extremity, and 4 miles n.e. of Toms River; it is supported chiefly by fishing, and has a good local trade. Population, 250.

**Singae** (Passaic co.), a post village on the Passaic River, on the Morris Canal, and on the Montclair and Greenwood Lake Railroad, 1 mile s. of Mountain View; it has a large local trade, a good shipping trade, an extensive carpet factory, and a lumber mill.

**Six Mile Run** (Somerset co.), a post village.

**Six Roads** (Union co.), mail Rahway.

**Skillman** (Somerset co.), a hamlet on the Delaware and Bound Brook Railroad, 4 miles n.e. of Hope-well. Population, 30.

**Skunktown** (Warren co.), mail Blairstown.

**Slabtown** (Warren co.), mail Blairstown.

**Slabenburgh** (Passaic co.), mail Newfoundland.

**Slaters** (Passaic co.), mail Bloomingdale.

**Slauter Dam** (Passaic co.), Population, 29.

**Slaughterdam** (Bergen co.), a hamlet on the Passaic River opposite Paterson, 1 mile s. of Rochdale.

**Sluice Creek** (Cape May co.), mail South Dennis.

**Smalleytown** (Somerset co.), a hamlet  $2\frac{1}{2}$  miles s. of Gillette.

**Small Lots** (Bergen co.), mail Hawthorne.

**Smithburg** (Monmouth co.), a post hamlet 5 miles s.w. of Freehold. Population, 34.

**Smithfield** (Sussex co.), a hamlet s.e. of Hamburg.

**Smithfield** (Warren co.), mail Water Gap, Pa.

**Smith's Corners** (Warren co.), mail Hainesburg.

**Smith's Hill** (Sussex co.), a hamlet near Newton.

**Smith's Hotel** (Burlington co.), mail Atsion.

**Smith's Landing** (Atlantic co.), a post village on the Lake's Bay, 1 mile from Pleasantville, with extensive fisheries, oyster beds, and a good local trade. Population, 302.

**Smith's Mills** (Sussex co.), mail Monroe.

**Smith's Mills** (Passaic co.), a post hamlet on the Pequannock River and on the New Jersey Midland Railroad,  $3\frac{1}{2}$  miles w. of Pompton Junction.

**Smith's Turnout** (Mercer co.), a hamlet on the Trenton branch of the Camden and Amboy Railroad,  $2\frac{1}{2}$  miles n.n.w. of Bordentown.

**Smithville** (Passaic co.), mail Smith's Mills.

**Smithville** (Atlantic, Burlington and Monmouth cos.), a hamlet  $2\frac{1}{2}$  miles s.e. of Port Republic and 1 mile w. of Lead's Point; (2), a post village on the Rancocas Creek,  $1\frac{1}{2}$  miles above Mount Holly,  $\frac{3}{4}$  mile n. of Evansville, having a good local trade, a large foundry, a machine shop, and a grist mill, population, 300; (3), now part of Freehold.

**Snake Hill** (Hudson co.), mail Jersey City.

**Snow Hill** (Camden co.), a hamlet near Haddonfield.

**Snuff Mills** (Middlesex co.), mail Spotswood.

**Snufftown, or Snuffletown** (Sussex co.), a village 15 miles n.e. of Newtown.

**Snufftown** (Ocean co.) mail New Egypt.

**Snydertown** (Hunterdon co.), near Ringoes.

**Socamae** (Passaic co.), mail Boonton.

**Sodom** (Hunterdon co.), mail Glen Gardner.

**Soho Copper Works** (Essex co.), mail Belleville.

**Solitude** (Hunterdon co.), mail Clinton.

**Somerset Junction** (Mercer co.), a hamlet on the Delaware River and on the Belvidere Delaware Railroad, 7 miles above Trenton, the southwestern terminus and junction of the Mercer and Somerset branch of the Belvidere Delaware Railroad.

**Somers Point** (Atlantic co.), a post village, summer resort, and port of entry on the Great Egg Harbor, 6 miles s.s.w. of Pleasantville, having a very large export trade and two hotels. Population, 50.

**Somersetown** (Atlantic co.), mail Oceanville.

**Somerville** (Camden co.), mail Kirkwood.

**Somerville** (Somerset co.), a post village, the capital of the county, on the Raritan River and on the Central Railroad of New Jersey, the northeastern terminus and junction of the Flemington and Somerville branch of the Central; it is about 15 miles e.n.e. of Flemington, 25 miles w.s.w. of Elizabeth, and about 25 miles (in a direct line) n. of Trenton; it has a very large local trade, a large shipping trade in grain, vegetables, etc., and in manufactured goods, and manufactures of sashes and blinds, shoes, shirts, soap, bricks, carriages, etc.; its business supports a national bank, a State bank, and three newspapers. The population was 3243 in 1875, and 4000 in 1880.

**South Amboy** (Middlesex co.), a post village on the Raritan Bay, on the south side of the mouth of the Raritan River, the northeastern terminus of the Camden and Amboy Railroad, and connected with New York by steamboat; it is 61 miles n.e. of Camden, and about 27 miles s.s.w. of New York; it has a good local trade, a large railroad traffic, not extensive manufactures (its manufacturing establishments consisting only of a machine shop, a railroad repair shop, and a pottery), and a population of 3648.

**Southampton** (Burlington co.), mail Red Lion.

**Southard** (Monmouth co.).

**South Bergen** (Hudson co.), mail Jersey City.

**South Bound Brook** (Somerset co.), a hamlet on the Raritan Canal and the Raritan River, opposite Bound Brook.

**South Branch** (Somerset co.), a post hamlet on the South Branch of the Raritan River, 2 miles n. of Flagtown. Population, 147.

**South Brunswick** (Middlesex co.), mail Dayton.

**Southburgh** (Monmouth co.), mail Long Branch.

**South Camden** (Camden co.), mail Camden.

**South Dennis, or South Dennisville** (Cape May co.), a post village separated from Dennisville by the Dennis Creek, having a large local trade; boats and small sailing vessels are built here, and there are several cranberry bogs in the vicinity owned by residents here. Population, 446.

**South Elizabeth** (Union co.), mail Elizabeth.

**South Orange** (Essex co.), a post village on the Morris and Essex Railroad,  $2\frac{1}{4}$  miles s.s.w. of Orange, a delightful place of residence, in the charming region of the Orange Mountain, having a large number of elegant villas and mansions, the abodes of retired and active business men of the neighboring cities, and of prosperous local merchants, manufacturers, etc.; the village has a large local trade, manufactures of gelatine and hats, and a population of 2178.

**South Pemberton** (Burlington co.), mail Pemberton.

**South Plainfield** (Middlesex co.), a hamlet on the Lehigh Valley Railroad, 3 miles n.w. of Metuchen and 3 miles s. of Plainfield.

**South River, or Washington** (Middlesex co.), a post village on the Manalapan (or South) River,  $2\frac{1}{2}$  miles n. of Old Bridge (South River Station); it has a

population of 1000, a large local trade and several brickyards.

**South River Station** (Middlesex co.), mail Old Bridge.

**South Seaville** (Cape May co.), a post village at Seaville station of the West Jersey Railroad, 19 miles n.e. of Cape May, and 3 miles s.w. of Seaville; it has a large local trade, some railroad traffic, and a population of 300.

**South Somerville** (Somerset co.), a former name of Roysfield.

**South Stanhope** (Morris co.), mail Stanhope.

**Southtown** (Warren co.), a hamlet adjoining Johnsonburg on the south, with a postoffice designated Howard.

**South Trenton** (Mercer co.), mail Trenton.

**South Vernon** (Sussex co.), a village s.w. of Vernon, the terminus of the South Vernon branch of the Sussex Railroad, with a postoffice designated McAfee's Valley, by which name the village is now mostly known.

**South Vineland** (Cumberland co.), a post village on the West Jersey Railroad, 3 miles s. of Vineland, having a good local trade, a shipping trade, chiefly in fruit, and manufactures of rope, carriages and wagons, etc. Population, 1500.

**South Woodbridge** (Middlesex co.), mail Woodbridge.

**Sparta** (Sussex co.), a post village of 700 inhabitants, near the head of the Wallkill Valley, 5 miles s. of Sparta Station, a hamlet on the Sussex Railroad, 2 miles w. of its junction with the New Jersey Midland; it is a very important village of the zinc and Franklinite district, has a large local trade, two large grist mills, two hotels, and mines of excellent zinc and one of iron.

**Sparta Station** (Middlesex co.), mail Perth Amboy.

**Sparta Station** (Sussex co.), mail Newton.

**Spa Springs** (Middlesex co.), mail Woodbridge.

**Speartown** (Essex co.), mail Montclair.

**Speedwell** (Burlington co.), a hamlet on the West Branch of the Wading River, 3 miles s.e. of Harris.

**Spertown** (Morris co.), mail Port Oram.

**Split Rock** (Morris co.), a mining village 2½ miles n.e. of Hibernia, with a hot-blast furnace.

**Spotswood** (Middlesex co.), a post village on the Manalapan River, at the mouth of the Matchaponix Creek, and on the Camden and Amboy Railroad, 4 miles n.e. of Jamesburg; it has a large local trade, a good shipping trade, and two manufactures of tobacco and snuff. Population, 375.

**Spring Brook** (Morris co.), mail Morristown.

**Springdale** (Sussex co.), a hamlet 3 miles s.s.w. of Newton.

**Springdale** (Essex co.), mail Orange.

**Springfield** (Union co.), a post village on the Rahway River opposite Milburn, with a large paper mill and pasteboard factory, a grist mill, and a large local trade. Population, 496.

**Springfield** (Union co.), mail Jobstown.

**Spring Garden** (Essex co.), mail Franklin.

**Spring Garden** (Camden and Middlesex cos.), a hamlet near Winslow, with a glass works; (2), a hamlet near Cranberry Station.

**Spring Grove** (Passaic co.), mail Paterson.

**Spring Hill** (Burlington co.), mail Shamong.

**Spring Lake**, or **Spring Lake Beach** (Monmouth co.), a village and summer resort on the ocean and on the Central Railroad of New Jersey, 2½ miles n. of Manasquan; it is on a small lake which gives it its name; it has a fine beach, comfortable accommodations for summer guests, and many private cottages and villas; Sea Plain, ½ mile north, is the nearest postoffice. Population, 500.

**Spring Mills** (Camden and Warren cos.), a post village on the Big Timber Creek, 4 miles s.w. of Kirkwood and 5 miles e. of Barnsborough; it has a good local trade, a foundry, a manufactory of agricultural implements, etc.; a stage makes daily trips to and from Camden; (2), a name sometimes applied to Springtown. Population, 95.

**Spring Mills** (Hunterdon co.), mail Milford.

**Spring Street** (Union co.), mail Elizabeth.

**Springtown** (Cumberland, Morris and Warren cos.), a hamlet 1 mile n. of Sheppard's Mills; (2), a hamlet ¾ mile w. of German Valley; (3), a post village on the Pohatcong Creek and on the Lehigh Valley Railroad, 4 miles s.e. of Phillipsburg, having a large mill, a limekiln, a large local trade and some shipping trade. Population, 256.

**Springtown Station** (Cumberland co.), mail Greenwich.

**Spring Valley** (Morris co.), mail Madison.

**Spring Valley** (Bergen co.), the postoffice name of New Milford. Population, 250.

**Spring Valley Neighborhood** (Bergen co.), mail River Edge.

**Springville** (Warren co.), a former name of Montana.

**Spruce Run** (Hunterdon co.), mail Glen Gardner.

**Squankum** (Monmouth co.), a hamlet on the New Jersey Southern Railroad, near Farmingdale.

**Squan Village** (Monmouth co.), a former name of Manasquan.

**Squire's Point** (Hunterdon co.), mail Anthony.

**Squire's Point** (Morris co.), a hamlet on the Musconetcong River, opposite Anderson.

**Squiretown** (Essex co.), a hamlet near Livingston.

**Saint Cloud** (Monmouth co.), a former name of New Branch.

**St. Cloud** (Essex co.), mail Orange.

**St. Elizabeth Academy** (Morris co.), mail Madison.

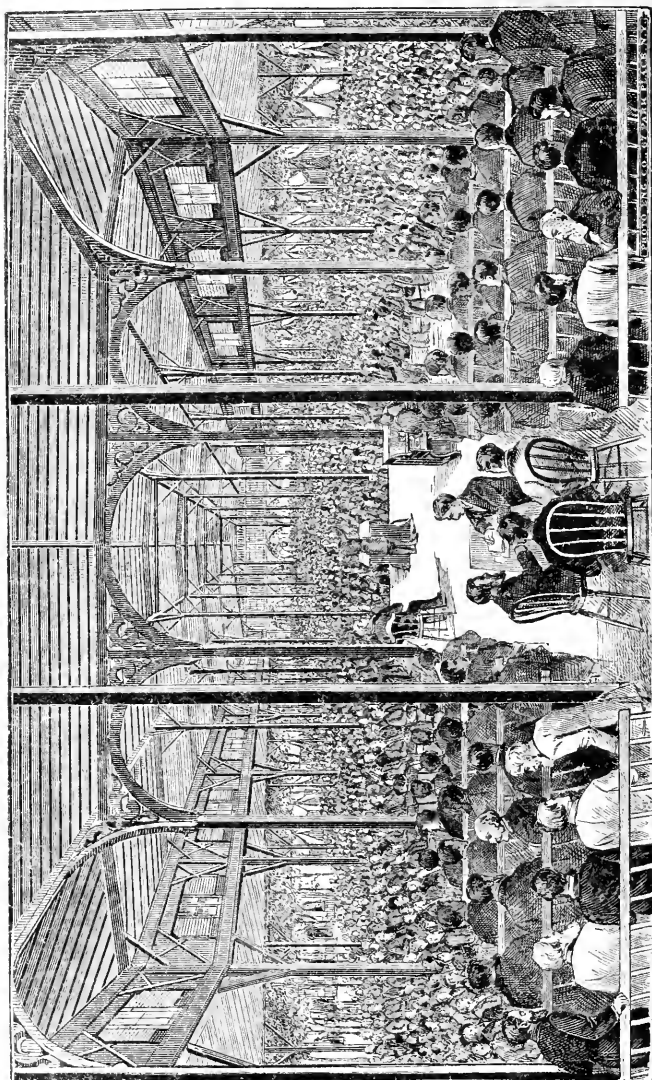
**St. James Valley** (Warren co.), mail Delaware Station.

**St. John's Hall** (Union co.), mail Summit.

**St. Joseph's College** (Morris co.), mail Madison.

**St. Mark's Hall** (Essex co.), mail Orange.

**St. Martin** (Cumberland co.), mail Rosenhayn.



GRAND AUDITORIUM OF THE OCEAN GROVE CAMP MEETING ASS'N OF THE M. E. C., COVERING HALF AN ACRE AND SEATS 4000 PEOPLE.

**St. Mary's** (Morris co.), mail Dover.

**St. Mary's Orphan Asylum** (Essex co.), mail South Orange.

**St. Mathews** (Warren co.), mail Washington.

**Staffordville** (Ocean co.), a post village  $5\frac{1}{2}$  miles n.e. of Tuckerton, with a good local trade, a shipping trade in oysters, etc., and largely interested in the oyster beds and fisheries of Barnegat Bay. Population, 150.

**Stanhope** (Sussex and Morris cos.), a post village on both sides of the Musconetcong River and the Morris Canal, and on the Morris and Essex Railroad, 3 miles e. of Waterloo Station; it has extensive iron works, a large local trade, a large and valuable trade in the ores and the manufactured and agricultural products of a large district, and a population of nearly 1000. The village originated in Sussex, but, since the construction of the railroad along the southern shore of the river, it has crossed into Morris co., where the larger portion of the population resides.

**Stanley** (Morris co.), a hamlet near Chatham. Population, 200.

**Stanton** (Hunterdon co.), a post village on the south branch of the Raritan River and the Lehigh Valley Railroad,  $4\frac{1}{2}$  miles n.w. of Flemington Junction, with a good local trade and some railroad traffic. Population, 109.

**Stanton Station** (Ocean co.), mail Metedeconk.

**Star Landing** (Middlesex co.), mail Rahway.

**Starport** (Warren co.), mail Waterloo.

**State Lunatic Asylum** (Morris co.), mail Morris Plains.

**State Reform School** (Middlesex co.), mail Jamesburg.

**Statesville** (Sussex co.), a hamlet adjoining Monroe on the north.

**Steelmanstown** (Cape May co.), a hamlet n.e. of Woodbine.

**Steelmanville** (Atlantic co.), a post hamlet 5 miles s.w. of Pleasantville.

**Steelmanville** (Cape May co.), mail Tuckahoe. Population, 150.

**Stelton** (Middlesex co.), a post hamlet on the Philadelphia and New York (Pennsylvania through line) Railroad,  $2\frac{1}{2}$  miles s.w. of Metuchen.

**Stephensburg** (Morris co.), a post village on the Musconetcong River, 3 miles n.w. of Middle Valley, and 2 miles e. of Port Murray, having a grist mill and a good local trade. Population, 200.

**Stephensville** (Ocean co.), mail Van Hiseville.

**Sterling, or Stirling** (Morris co.), a post hamlet on the New Jersey West Line Railroad, 2 miles e. of Millington. Population, 30.

**Sterling Hill** (Sussex co.), mail Sparta.

**Stevens** (Burlington co.), a hamlet on the Camden and Amboy Railroad, 2 miles e. of Burlington.

**Stevensville** (Union co.), mail Plainfield.

**Stewartville** (Warren co.), a post village on the Morris Canal and the Morris and Essex Railroad, 5

miles e. of Phillipsburg, having a tannery, a good local trade and some shipping trade. Population, 600.

**Stiles** (Burlington co.), mail Moorestown.

**Stiles' Corner** (Burlington co.), a hamlet near Moorestown. Population, 29.

**Still Valley** (Warren co.), a hamlet near Kenndy. Population, 31.

**Stillwater** (Sassex co.), a post village on the Paulinskill, and 7 miles w.s.w. of Newton, with a good local trade and a grist mill. Population, 152.

**Stirling** (Morris co.), population, 35.

**Stitsville** (Essex co.), mail Orange.

**Stockholm** (Sussex co.) a post village on the Pequannock River and the New Jersey Midland Railroad, 3 miles n.w. of Oak Ridge, having a good local trade, a shipping trade, a tannery and a wagon factory. Population, 164.

**Stockington** (Salem co.), a hamlet  $2\frac{1}{2}$  miles s.e. of Oakland.

**Stockton** (Camden and Hunterdon cos.), a former hamlet, now a part of Camden; (2), a post village on the Delaware River and the Belvidere Delaware Railroad,  $2\frac{1}{2}$  miles above Lambertville, having a good local trade, a large lumber mill, and freestone quarries. Population, 542.

**Stone Hill** (Union co.), mail Scotch Plains.

**Stone House Plains** (Essex co.), mail Brookdale.

**Stone House Plains** (Passaic co.), mail Passaic.

**Stone Mills** (Essex co.), mail Caldwell.

**Stoneport** (Sussex co.), mail Stanhope.

**Stonequarry** (Warren co.), mail Bridgeville.

**Stonetown** (Camden co.), mail Collingwood.

**Stonetown** (Passaic co.), mail Midvale.

**Stony Brook** (Mercer co.), mail Princeton.

**Stony Brook** (Morris co.), a hamlet near Boonton.

**Stony Hill** (Union co.), mail Plainfield.

**Stony Point** (Union co.), mail Scotch Plains.

**Stony Road** (Passaic co.), a hamlet on the Montclair and Greenwood Lake Railroad,  $1\frac{1}{2}$  miles s. of Ringwood Junction.

**Stotts** (Warren co.), mail Hainesburg.

**Stoutsburg** (Somerset co.), a post hamlet on the Mercer and Somerset Railroad, with a station (Mercer co.), on the Delaware and Bound Brook Railroad, 2 miles n.e. of Hopewell. Population, 37.

**Stoutsbury Station** (Mercer co.)

**Stow Creek** (Cumberland co.), mail Roadstown.

**Stoy Landing** (Camden co.), mail Haddonfield.

**Strader's Crossing** (Sussex co.), mail Augusta.

**Strawberry Hill** (Essex co.), mail Franklin.

**Strawberry Valley** (Essex co.), mail Orange.

**Stringtown** (Gloucester co.), a hamlet on the Old Man's Creek, and 5 miles w. of Unionville.

**Sureasunna, or Sureasunny** (Morris co.), a post village on the Chester branch of the Morris and Essex Railroad,  $2\frac{1}{2}$  miles s.s.w. of Port Oram, and 1 mile e. of Kenvil; it has a large local trade, a large and valuable shipping trade, and an extensive stoneware pottery. Population, 324.

**Sneecess** (Ocean co.), a hamlet on the Ridgeway Brook, 6 miles above Ridgeway. Population, 31.

**Sugartown** (Morris co.), mail Chester.

**Summerfield** (Warren co.), mail Oxford.

**Summit** (Union co.), a post village on the Morris and Essex Railroad, at the junction of the New Jersey West Line, 12 miles (by rail) w. of Newark and 8 miles s.e. of Morristown; it is delightfully situated at the summit of the Second Mountain, and is a popular place of summer resort, having the country seats of many of the business men of the great cities to the east, and an excellent hotel and numerous boarding houses for summer visitors; it has a large local trade, a carriage and wagon factory, and a resident population of 1000.

**Summit Switch** (Sussex co.), mail Stockholm.

**Sunny Side** (Hunterdon co.), a post hamlet on the south branch of the Raritan River, opposite Stanton, with a grist mill. Population, 50.

**Sunny Side** (Essex co.), mail Belleville.

**Sunny Side** (Sussex co.), mail LaFayette.

**Sussex Mills** (Sussex co.), a post hamlet 3 miles e. of Newton. Population, 34.

**Sussex Junction** (Sussex co.), mail Franklin Furnace.

**Swain** (Cape May co.), a hamlet on the West Jersey Railroad, 15 miles n.e. of Cape May.

**Swainstown** (Cape May co.), mail Cold Spring.

**Swartswood** (Sussex co.), a post village on a beautiful lake  $2\frac{1}{2}$  miles long, called Swartont's Pond, the head of a tributary of the Paulinskill, near Newton, with a good local trade. Population, 150.

**Swayse's Mill** (Warren co.), a hamlet 4 miles e. of Delaware, on the north branch of the Pequest River, which supplies power for a large mill.

**Swedesborough** (Gloucester co.), a post village of 958 inhabitants, on the Raccoon Creek, at the head of navigation, and the southwestern terminus of the Swedesborough branch of the West Jersey Railroad, 19 miles s.w. of Camden. It has a large local trade and a very large and valuable shipping trade, by water and rail, in the products of the market gardens, orchards and dairies of one of the best farming districts of the State; it has also a foundry and other manufactories. Swedesborough Junction is  $\frac{1}{2}$  mile s. of Woodbury.

**Swed's Mines** (Morris co.), mail Dover.

**Swing's Corner** (Salem co.), a hamlet 3 miles s. of Daretown.

**Sycamaek** (Passaic co.), mail Paterson.

**Sycamac** (Bergen co.), mail Wyckoff.

**Sykesville** (Burlington co.), a post village 2 miles n. of Wrightstown, with a good local trade. Population, 200.

**Tabernacle** (Burlington co.), a post hamlet on the New Jersey Southern Railroad, 4 miles e.n.e. of Atsion. Population, 37.

**Tanber's Brook** (Atlantic co.), a former name of Absecon.

**Tansborough** (Camden co.), a post village on the Williamstown Railroad,  $1\frac{1}{2}$  miles s.w. of Atco, having a good local trade and a large glass works. Population, 150.

**Tara Hall Place** (Essex co.), mail Irvington.

**Tatem** (Gloucester co.), a hamlet on the Swedesborough branch of the West Jersey Railroad,  $\frac{1}{2}$  mile w. of the junction.

**Tattletown** (Ocean co.), mail Barnegat.

**Tattletown** (Salem co.), mail Quinton.

**Taunton** (Burlington co.), a hamlet 3 miles s. of Medford.

**Taylor's Lane** (Burlington co.), mail Riverside.

**Taylor's Mills** (Monmouth co.), mail Englishtown.

**Taylorstown** (Morris co.), a hamlet 2 miles n. of Montville.

**Taylorville** (Bergen co.), a hamlet near Ridgefield.

**Teabo Mine** (Morris co.), mail Port Oram.

**Tea Neck** (Bergen co.), mail Englewood.

**Teed Farm** (Essex co.), mail Orange.

**Temperanceville** (Gloucester co.), mail Glassborough.

**Tenafly** (Bergen co.), a post village on the Northern Railroad of New Jersey, 9 miles n.n.e. of New Durham, having a population of 1000, a large local trade, and manufactures of rubber goods and boots and shoes.

**Ten Mile Run** (Somerset co.), a hamlet 3 miles n.e. of Rocky Hill Station.

**Tennent** (Monmouth co.), population 200.

**Terrell Road** (Union co.), mail Scotch Plains.

**Tetter's Mills** (Morris co.), mail Stephentown.

**Tewksbury** (Hunterdon co.), mail Fairmont.

**Tewksbury Township** (Hunterdon co.), mail New Germantown.

**Texas** (Burlington co.), mail Moorestown.

**Texas** (Middlesex co.), a hamlet on the Matchaponix Creek,  $2\frac{1}{2}$  miles e.n.e. of Jamesburg.

**The Cedars** (Burlington co.), mail Shamong.

**The Cedars** (Essex co.), mail Newark.

**The Eagle** (Burlington co.), mail Shamong.

**The Forest** (Morris co.), mail Madison.

**The Hermitage** (Mercer co.), mail Trenton.

**The Hermitage** (Union co.), mail Rahway.

**The Hills** (Union co.), mail Springfield.

**The Notch** (Essex co.), mail Montclair.

**The Willows** (Morris co.), mail Morristown.

**Thompsonstown** (Atlantic co.), a hamlet on the Great Egg Harbor River, 3 miles below May's Landing. Population, 29.

**Thoroughfare** (Gloucester co.), a hamlet on the Delaware Shore Railroad, 2 miles w. of Woodbury. Population, 102.

**Thorsland** (Union co.), mail Scotch Plains.

**Three Bridges** (Hunterdon co.), a post village on the south branch of the Raritan River, the Lehigh Valley Railroad and the Flemington and Somerville branch of the Central Railroad of New Jersey, having a large local trade and considerable railroad traffic. Population, 150.



**Three Mile Run** (Middlesex co.), mail New Brunswick.

**Three Rivers** (Somerset co.), mail Three Bridges.

**Three Tuns** (Burlington co.), a hamlet near Kinkora.

**Tillettudelum** (Bergen co.), mail Edgewater.

**Timbuctoo** (Burlington co.), mail Mount Holly.

**Tindell's Landing** (Cumberland co.), a hamlet on the Cohansey River,  $3\frac{1}{2}$  miles s.w. of Bridgeton.

**Tinton Falls** (Monmouth co.), a post village on the Navasink River, 4 miles above Red Bank, having a grist and a lumber mill and a good local trade. Population, 198.

**Titusville** (Mercer co.), a post village on the Delaware River and the Belvidere Delaware Railroad, 3 miles above Somerset Junction; it has a large local trade, a good shipping trade, and a population of 600.

**Tomlin's** (Gloucester co.), a hamlet on the Swedesborough branch of the West Jersey Railroad. 3 miles n.e. of Swedesborough.

**Toms River** (Ocean co.), a post village and summer resort, the capital of the county, on a river of the same name, and on the Toms River and Waretown branch of the New Jersey Southern Railroad,  $6\frac{1}{2}$  miles s.e. of Manchester, 13 miles n. of Barnegat Junction and 7 miles w. of the ocean. The river here expands into a stream from half a mile to a mile wide, and is navigable for sloops and schooners; and it, as well as the Barnegat Bay, abounds in both shell and scale fish, and its banks in some places afford excellent meadows for cranberry culture, while wild ducks, geese and smaller game birds are to be had by short excursions from the village. Toms River, being the business centre of a large district, has a large domestic trade, and it has a very large and profitable export trade, by water and rail, in fish, cranberries, etc.; it has also a manufactory of wintergreen oil, a large hotel and other accommodations for visitors, who come here in considerable numbers in the season for fishing, gunning, etc. The business of Toms River and its neighborhood sustains a national bank and a newspaper. The resident population is about 1200.

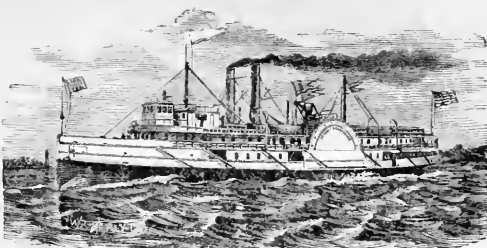
**Totowa** (Passaic co.), mail Paterson.

**Tower Place** (Bergen co.), mail Tenafly.

**Townsbury** (Warren co.), a post village on the Pequest River, about 8 miles above Belvidere, with a good local trade, a grist and a lumber mill, etc. Population, 102.

**Townsend Inlet** (Cape May co.), a post village on the Townsend Creek, 2 miles above the bay or cove called Townsend Inlet, and 2 miles n.e. of Swain; it derives its support largely from fishing and cranberry culture, and has a good local trade. Population, 109.

**Tracey's** (Monmouth co.), a hamlet on the Freehold and Jamesburg Railroad,  $4\frac{1}{2}$  miles s.e. of Jamesburg.



FOR CONEY ISLAND AND ROCKAWAY BEACH.

**Tranquility** (Sussex co.), a post hamlet 4 miles n.w. of Waterloo Station. Population, 150.

**Trap Tavern** (Monmouth co.), a former name of Hamilton, earlier than that of Shark River.

**Tremley** (Union co.), a hamlet on the Central Railroad of New Jersey, 1 mile n. of East Rahway.

**Trenton** (Mercer co.), a city, the capital of the county and of the State, on the Delaware River, at the head of tide-water and of navigation, and on both sides of the Assanpink Creek, which flows into the Delaware here. Trenton has ample facilities for communication by rail with all parts of the State and of the nation, several lines of the united railroads leased and run by the Pennsylvania Company passing through or making close connections here; while the Bound Brook and its connecting lines, controlled by the Philadelphia and Reading Company, and constituting its Philadelphia and New York line, also connects directly with this city. The domestic trade of Trenton is very large and varied, and its export and import trade—by river, canal and rail—is both extensive and exceedingly valuable; but it is as a manufacturing city that Trenton takes the most conspicuous rank, and to its manufactures it owes in the greatest degree its rapid growth in population and wealth. There are many extensive establishments, with an aggregate capital invested of \$5,000,000, and an annual production of \$10,000,000. The leading manufacture is crockery and pottery; the fame of "Trenton ware" is world-wide, and the amount produced exceeds that of all the rest of the United States. But there are many very extensive establishments in other lines, as woolen mills, manufactories of rubber goods, zinc works, iron works, etc. Trenton employs water power on the Assanpink and the river to the amount of at least 2000 horse-power, and this great total can easily be quintupled; steam is also largely employed. The immense business of Trenton sustains thirteen banks and bankers, and six daily, six weekly and one semi-weekly (German) newspapers. The population has grown within the last forty years from 4035 to 29,910, the increase in the last decade being nearly 40 per cent., while the increase of business and wealth has been still greater.

Trenton Junction is  $3\frac{1}{4}$  miles above the city, where the Bound Brook Railroad connects with a short line to Trenton.

**Trenton Junction** (Mercer co.), mail Trenton.

**Trothtown** (Camden co.), mail Merchantville.

**Troutdale** (Warren co.), mail Bloomsbury.

**Trout Springs** (Hunterdon co.), mail Bloomsbury.

**Troy** (Morris co.), a hamlet 7 miles n.e. of Morristown.

**Tuckahoe** (Cape May and Atlantic cos.), a post village on the south side of the Tuckahoe River, with a considerable hamlet across the river in Atlantic co. The village is 4 miles n.e. of Woodbine, has a large local trade, and is largely interested in cranberry culture, fishing and coastwise trade; boats and sailing vessels are built and owned here. Population, 500.

**Tucker's Beach** (Burlington co.), mail Bloomsbury. Population, 21.

**Tuckerton** (Burlington co.), a post village and port of entry on the Little Egg Harbor and on the Tuckerton Railroad,  $1\frac{1}{4}$  mile n. of Edge Cove, its southern terminus; it has a large local trade, a large export trade in shell and scale fish, etc., and a considerable interest in coastwise commerce. Its population is about 1400.

**Tumble** (Hunterdon co.), a post hamlet on the Delaware River and the Belvidere Delaware Railroad,  $5\frac{1}{2}$  miles below Frenchtown. Population, 27.

**Turkey** (Monmouth co.), a post village on the Atlantic extension of the Freehold and Jamesburg Railroad, 3 miles s.e. of Freehold, having a good local trade and some railroad trade. Population, 756.

**Turkey Hill** (Union co.), mail Rahway.

**Turkey Mountain** (Morris co.), mail Boonton.

**Turkey Point** (Cumberland co.), mail Dividing Creek.

**Turnersville** (Camden co.), a post village on the Big Timber Creek, 1 mile above Spring Mills and  $4\frac{1}{2}$  miles s.s.w. of Kirkwood; it has a grist mill and a good local trade. A daily stage runs to and from Camden.

**Turnersville** (Gloucester co.), population 100.

**Turnout** (Burlington co.), mail Burlington.

**Turpentine** (Burlington co.), mail Mount Holly.

**Turtletown** (Morris co.), mail Bloomingdale.

**Tuttle's Corners** (Sussex co.), a hamlet on the Wallpack River, which affords power for a large mill; it is 1 mile n. of Culver's Gap.

**Two Bridges** (Essex co.), mail Caldwell.

**Two Bridges** (Morris co.), mail Boonton.

**Underwood** (Cumberland co.), a post hamlet at Mauricetown Station. Population, 100.

**Unexpected Bog** (Atlantic co.), mail Cedar Lake.

**Union** (Bergen co.), mail Kingsland.

**Union** (Gloucester co.), mail Unionville.

**Union** (Hudson and Union cos.), a village of 5849 inhabitants on the Hudson River, opposite New York and 1 mile n. of Hoboken; it is chiefly a place of residence of business men of the large cities in its

vicinity, and has a large local trade; (2) the post-office name of Connecticut Farms.

**Union** (Hunterdon co.), mail Holland.

**Union** (Monmouth co.), mail Keyport.

**Union Clay Works** (Ocean co.), a hamlet near Woodmansie.

**Union Church** (Warren co.), mail Hope.

**Union Cross Roads** (Gloucester co.), mail Unionville.

**Union Farm** (Hunterdon co.), mail Clinton.

**Union Grove** (Gloucester co.), mail Unionville.

**Union Grove** (Hunterdon co.), mail Ringoes.

**Union Hill** (Hudson co.), mail West Hoboken.

**Union Hill** (Morris co.), mail Madison.

**Union Landing** (Middlesex co.), mail Woodbridge.

**Union Mills** (Passaic co.), mail Paterson.

**Uniontown** (Middlesex and Warren cos.), a village on the Philadelphia and New York (Pennsylvania through line) Railroad,  $3\frac{1}{4}$  miles s.w. of Rahway, having a good local trade and a postoffice named Iselin; (2) a hamlet on the Pohatcong Creek and the Morris Canal, 6 miles n.e. of Phillipsburg.

**Union Township** (Hudson co.), mail Newark.

**Union Township** (Hunterdon co.), mail Perryville.

**Union Valley** (Passaic co.), a village  $3\frac{1}{2}$  miles n.e. of Oak Ridge.

**Union Village** (Somerset co.), a hamlet on the Passaic River, opposite Gillette.

**Union Village** (Union co.), mail Gillette.

**Unionville** (Atlantic, Gloucester, Hunterdon and Morris cos.), a hamlet near Port Republic. (2) A post village on the Bridgeton and Salem branch of the West Jersey Railroad, 2 miles s.s.w. of Glassborough, with a good local trade; population, 105. (3) A hamlet near Ringoes Station. (4) A hamlet on the Chester branch of the Morris and Essex Railroad,  $1\frac{1}{2}$  miles n. of Hackle.

**Unionville** (Burlington co.), mail Mount Holly.

**Unionville** (Somerset co.), mail Harlingen.

**Unionville** (Sussex co.), mail Deckertown.

**Unionville** (Union co.), mail Plainfield.

**Upper Alloway's Creek** (Salem co.), mail Allowaystown.

**Upper Bank** (Burlington co.), a name often applied to Green Bank.

**Upper Chestnut Hill** (Essex co.), mail Montclair.

**Upper Closter** (Bergen co.), mail Alpine.

**Upper Green Bank** (Burlington co.), mail Green Bank.

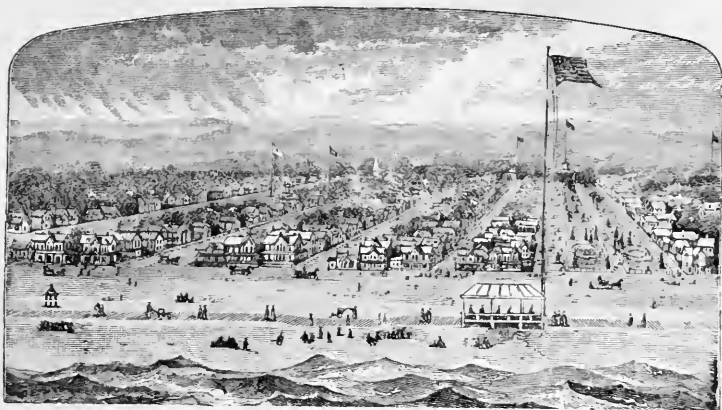
**Upper Hackensack** (Bergen co.), mail Hackensack.

**Upper Harmony** (Warren co.), a hamlet 1 mile n. of Harmony.

**Upper Jamesburg** (Middlesex co.), mail Jamesburg.

**Upper Longwood** (Morris co.), a mining hamlet near the Ogden Mines Railroad.

**Upper Macopin** (Passaic co.), a post hamlet 2



VIEW OF OCEAN GROVE FROM THE SEA.

miles n. of Macopin and  $4\frac{1}{2}$  miles n.e. of Charlotteburg. Population, 45.

**Upper Mill** (Burlington co.), a hamlet on the Rancocas Creek, 2 miles above Lower Mill and  $3\frac{1}{2}$  miles s.e. of New Lisbon.

**Upper Montclair** (Essex co.), a second postoffice and station of Montclair. Population, 85.

**Upper Penn's Neck** (Salem co.), mail Auburn.

**Upper Pittsford** (Salem co.), a former hamlet, now a part of Elmer.

**Upper Squankum** (Monmouth co.), mail Farmingdale.

**Ursino** (Middlesex co.), mail Iselin.

**Vail** (Warren co.), mail Blairstown.

**Vailsburg** (Essex co.), a suburban postoffice of Newark.

**Valley of Tranquility** (Burlington co.), mail Shamong.

**Valley Station** (Essex and Warren cos.), a suburban station of Orange on the Morris and Essex Railroad,  $\frac{1}{2}$  mile w. of the city station; (2) a hamlet on the Central Railroad of New Jersey, 3 miles n.e. of Bloomsbury.

**Valley Station** (Hunterdon co.), mail Bethlehem.

**Van Aken** (Somerset co.), a hamlet on the Delaware and Bound Brook Railroad, near Hamilton.

**Van Buskirk** (Hudson co.), mail Bayonne.

**Van Derven's Mills** (Somerset co.), mail North Branch.

**Van Duyen's Bridge** (Somerset co.), mail Blackwell's Mills.

**Van Hall's Cottage** (Essex co.), mail Irvington.

**Van Hiseville** (Ocean and Mercer cos.), a post hamlet 6 miles n.w. of Bricksburg, with a lumber and a grist mill; a hamlet on the Millstone River, 2 miles s.e. of Princeton Junction. Population, 600.

**Vanlien's Corner** (Hunterdon co.), a hamlet 3 miles e. of Ringoes Station.

**Van Meter Town** (Salem co.), mail Palatine.

**Van Natta** (Morris co.), mail Succasunna.

**Van Ripper's Factory** (Passaic co.), mail Paterson.

**Van Syckle's** (Hunterdon co.), mail Clinton.

**Vanlien's Corners** (Hunterdon co.), mail Werts-ville.

**Van Tyle's Mills** (Morris co.), mail Denville.

**Van Winkle's** (Passaic co.), a hamlet on the New Jersey Midland Railroad, 2 miles n. of Hawthorne.

**Vealtown** (Somerset co.), mail Basking Ridge.

**Vernon** (Essex co.), mail Caldwell.

**Vernon** (Sussex co.), a post village 3 miles n.e. of McAfee's Valley, having a population of 450, a good local trade and two mills.

**Vernon Township** (Sussex co.), mail Vernon.

**Vernon Valley** (Essex co.), mail Verona.

**Verona** (Essex co.), a post village of 1000 inhabitants, on the Morris and Essex Railroad, 2 miles w.n.w. of Montclair, having a good local trade, a brush factory, a grist mill, etc.

**Vienna** (Warren co.), a post village with a population of about 450, on the Pequest River, and 3 miles w.n.w. of Hackettstown, having a large local trade, a foundry, a chair factory, a hotel, etc.

**Villa Park** (Monmouth co.), mail Spring Lake.

**Village of Bridgeville** (Warren co.), mail Bridgeville.

**Vincentown** (Burlington co.), a post village on the south branch of the Rancocas Creek, and the southern terminus of a branch of the Camden and Burlington County Railroad,  $2\frac{1}{2}$  miles s. of Evansville. It has a very large local trade, a large shipping trade in grain, vegetables, fruit, butter, milk, etc. Its business sustains a national bank. Population, 1000.

**Vineland** (Cumberland co.), a post borough of 7468 inhabitants, at the intersection of the West Jersey and the New Jersey Southern Railroads, about midway between Newfield and Millville, 6 miles south of the one and north of the other. It is the business centre of one of the best fruit growing districts in the United States, and derives its support largely from the cultivation and exportation of grapes, pears and other choice fruit, and from industries connected with the same. Vineland has a very large domestic trade, a very large and profitable export trade, a large cannery, numerous manufactories of wines, vinegars, etc., several manufactories of fruit crates, baskets, etc., several machine shops, steam sawing and planing mills, steam grist mills, and manufactories of gloves, shoes, buttons, paper boxes, sashes and blinds, wood mouldings, etc. Its business interests support a national bank, a safe deposit company and two daily and two weekly newspapers, and it has several public halls, etc.

**Vleet's Mills** (Somerset co.), mail Somerville.

**Voorhees, or Voorhees's Station** (Somerset co.), a hamlet on the extension of the Mercer and Somerset Railroad, 1 mile w. of Millstone Junction.

**Vosburgh** (HunTERdon co.), mail White House.

**Voss Quarry** (Warren co.), mail Bridgeville.

**Vreeland Avenue** (Bergen co.), mail Paterson.

**Vreeland Mills** (Union co.), mail Cranford.

**Wading River** (Burlington co.), a post hamlet on the river of the same name, 4 miles above its mouth and 8 miles w. of Tuckerton. Population, 89.

**Wakake** (Monmouth co.), mail Keyport.

**Waldron** (Somerset co.), mail Clover Hill.

**Wall** (Monmouth co.), mail Manasquan.

**Wallpack Centre** (Sussex co.), a post village on the Wallpack River, 1 mile e. of Delaware, Pa., and 6 miles w. of Branchville, with a good local trade. Population, 150.

**Wallpack Township** (Sussex co.), mail Wallpack Centre.

**Walnford** (Monmouth co.), a post hamlet 2 miles w.n.w. of Cream Ridge. Population, 36.

**Walnut Grove** (Morris co.), a hamlet near, or a former name of Mount Freedom.

**Walnut Valley** (Warren co.), a post hamlet 5½ miles n.e. of Columbia.

**Walton** (Bergen co.), a village on the Northern Railroad of New Jersey, adjoining Leonia on the north. Population, 105.

**Wanaque** (Passaic co.), the postoffice name of Wynokie. Population, 109.

**Wantage** (Sussex co.), a hamlet 1 mile n. of Deckertown.

**Warbass Junction** (Sussex co.), mail Trenton.

**Waretown, or Waertown** (Ocean co.), a post village on the Barnegat Bay, and on the Toms River and Waretown branch of the New Jersey Southern Railroad, with a station on the Tuckerton Railroad, 1 mile n.n.e. of Barnegat Junction. It has a population

of 500, mostly supported by fishing and shipping (by water and rail) shell and scale fish to the markets of Philadelphia, New York, etc. Some of the finest oyster and clam beds of the coast belong to Waretown.

**Warren No. 1** (Warren co.), a hamlet on the Delaware River and the Belvidere Delaware Railroad, 3½ miles below Phillipsburg.

**Warren Place** (Cumberland co.), a hamlet s.w. of Millville.

**Warren Place** (Ocean co.), mail Manahawkin.

**Warren Slate Works** (Warren co.), a hamlet on the Delaware River, nearly opposite Delaware Water Gap, Pa., supported by quarrying slate.

**Warren Street** (Mercer co.), mail Trenton.

**Warrenville** (Somerset and Warren cos.), a post hamlet 3 miles n.w. of Dunellen; population, 75-  
(2) A hamlet 3½ miles n.w. of Hackettstown.

**Warrenville** (Union co.), mail New Brooklyn.

**Warrington** (Warren co.), population, 50.

**Washington** (Bergen co.), mail Paskack.

**Washington** (Gloucester co.), mail Hurfville.

**Washington** (Mercer co.), mail Trenton.

**Washington** (Morris co.), mail Hackettstown.

**Washington** (Sussex co.), mail Newton.

**Washington** (Burlington, Middlesex and Warren cos.), a hamlet 9½ miles s.e. of Atsion; (2) a name sometimes applied to the village of South River; and (3) a post borough with a population of 2142, on the southern slope of the Scott's Mountain and the Morris Canal, at the intersection of the main line of the Delaware, Lackawanna and Western Railroad and its Morris and Essex division, and about 3½ miles n.w. of the junction of the former with the Central Railroad of New Jersey. It is delightfully situated, and has a healthful, invigorating climate, which makes it a popular resort for tourists in quest of pleasure or health; while its canal and rail facilities, and the enterprise of its citizens, have made it a busy, thriving centre of a large domestic trade, and a very large and profitable export trade in the products of the farms and mines, and the foundries, mills and other manufactories of a large district. It has also several lumber yards and mills and coal depots, an extensive manufactory of pianos and organs, etc. Its business sustains a national bank, two newspapers, two large hotels, etc.

**Washington Corners** (Morris co.), a hamlet adjoining Mendham, with a large lumber mill.

**Washington Grove** (Bergen co.), mail Wood Ridge.

**Washington Mine** (Somerset co.), mail Somerville.

**Washington Place** (Essex co.), a hamlet 2½ miles n.e. of Chatham.

**Washington Rock** (Middlesex co.), mail Dunellen.

**Washington Rock** (Union co.), mail Mendham.

**Washington Township** (Mercer co.), mail German Valley.

**Washington Township** (Warren co.), mail Washington.

**Washington Valley** (Morris co.), mail Morristown.

**Washington Valley** (Union co.), mail Scotch Plains.

**Washington Village** (Hudson co.), mail West Hoboken.

**Washington's Crossing** (Mercer co.), a designation of Bernardsville, in allusion to the memorable crossing of the Delaware by Washington and his heroes, Christmas, 1776. A bridge here spans the Delaware.

**Washington's Headquarters** (Somerset co.), a hamlet at Rocky Hill Station.

**Washingtonville** (Bergen co.), mail Rivervale.

**Washingtonville** (Somerset and Sussex cos.), a hamlet near North Plainfield, on a branch of the Green Brook, which affords power for a grist mill; (2) a hamlet  $2\frac{1}{2}$  miles w. of LaFayette.

**Watchung** (Essex co.), mail Montclair.

**Waterbury** (Essex co.), mail South Orange.

**Waterford, or Waterford Works** (Camden co.), a post village on the Camden and Atlantic Railroad, 4 miles s.e. of Atco and  $3\frac{1}{2}$  miles n. of Winslow Junction, having extensive glass works. Population, 250.

**Waterloo** (Sussex co.), a post village on the Musconetcong River and the Morris Canal, with a station (Morris co.) on the Morris and Essex Railroad at the junction of the Sussex Railroad; it has a large local trade, some shipping trade and several mills. Population, 200.

**Watertown** (Somerset co.), mail Somerville.

**Watertown** (Ocean co.), a name sometimes applied to Waretown.

**Waterville** (Middlesex co.), a hamlet s.e. of Plainfield.

**Waterville** (Morris co.), mail Brookside.

**Watessing Junction** (Essex co.), a hamlet on the Denville branch of the Delaware, Lackawanna and Western Railroad.

**Watson** (Salem co.), a village 3 miles s. of Paulding. Population, 56.

**Watsontown** (Camden co.), mail Berlin.

**Waughorow** (Morris co.), mail Montville.

**Waverly** (Essex co.), a suburban station of Newark on the Philadelphia and New York (Pennsylvania through line) Railroad.

**Waverly** (Hudson co.), mail Jersey City.

**Wawayanda and Wawayanda Furnace** (Sussex co.), a post hamlet and a hamlet on opposite sides of Wawayanda Lake,  $4\frac{1}{2}$  miles e.n.e. of McAfee's Valley. At the latter is an iron works. Population, 200.

**Wayne** (Passaic co.), mail Mountain View. Population, 102.

**Weaver's Mill** (Warren co.), mail Hope.

**Weavertown** (Hudson co.), mail Weehawken.

**Weavertown** (Passaic co.), mail Paterson.

**Weehawken** (Hudson co.), a post village adjoining Hoboken on the north and West Hoboken on the west; a short railroad connects it with Jersey City. It has manufactures of silk hats and cigars. Population, 527.

**Weehawken Oil Docks** (Hudson co.), mail Hoboken.

**Weekstown** (Atlantic co.), a hamlet 6 miles n.e. of Elwood.

**Weeksville** (Atlantic co.), mail Green Bank.

**Welchville** (Salem co.), a hamlet 2 miles n.e. of Claysville.

**Weldon** (Morris co.), mail Woodport.

**Weldon Mine** (Morris co.), mail Woodport.

**Wells' Mills** (Ocean co.), a hamlet on the Oyster Creek, near Waretown.

**Wenonah** (Gloucester co.), a post village on the West Jersey Railroad (both Cape May and Atlantic City lines), 3 miles s. of Woodbury; it has a good local trade, a large shipping trade, two hotels, a newspaper and many handsome residences. Population, 217.

**Wertsville** (Hunterdon co.), a post village 4 miles e.n.e. of Ringoes Station. Population, 163.

**West's Corner** (Hunterdon co.), mail Wertsville.

**West Amwell** (Hunterdon co.), mail Lambertville.

**West Amwell Township** (Hunterdon co.), mail Ringoes.

**West Bergen** (Hudson co.), a former village, now a part of Jersey City.

**West Bloomfield** (Essex co.), a former hamlet, now a part of Montclair.

**West Bloomingdale** (Passaic co.), a station of the New Jersey Midland Railroad, within the village of Bloomingdale.

**West Brook** (Essex co.), mail Belleville.

**West Caldwell** (Essex co.), mail Caldwell.

**West Carlstadt** (Bergen co.), mail Wood Ridge.

**Westcoat Neck** (Atlantic co.), mail Pleasant Mills.

**West Cotsville** (Atlantic co.), mail Hammonton.

**Westcott** (Cumberland co.), mail Fairton.

**West Creek** (Cumberland co.), mail Ewing's Neck.

**West Creek** (Ocean and Cape May cos.), a post village on the Tuckerton Railroad,  $3\frac{1}{2}$  miles n.n.e. of Tuckerton; it is on a small stream of the same name, and has an export trade in oysters, etc. Population, 462. (2) A hamlet 5 miles w.s.w. of Woodbine.

**Westecook** (Ocean co.), mail West Creek.

**West Elizabeth** (Union co.), mail Elizabeth.

**West End** (Hudson co.), mail Jersey City.

**West End** (Hunterdon co.), mail Plattenburgh.

**West End** (Monmouth co.), mail Long Branch.

**West End Junction** (Hudson co.), mail Jersey City.

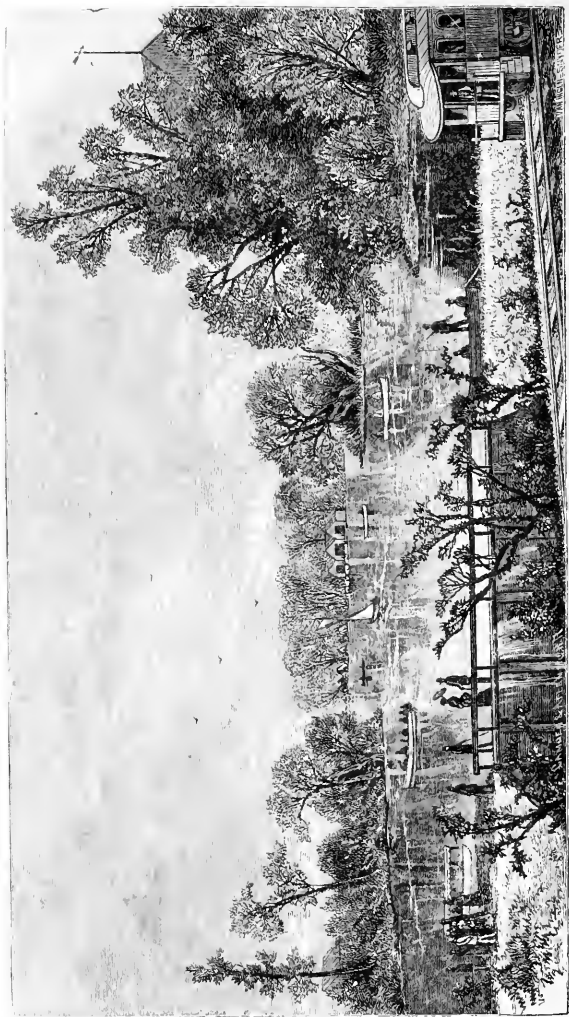
**West Englewood** (Bergen co.), a hamlet on the Jersey City and Albany Railroad,  $2\frac{1}{2}$  miles n. of its junction with the New Jersey Midland.

**West Farms** (Monmouth co.), a hamlet 2 miles w. of Farmingdale.

**West Farms** (Union co.), mail Elizabeth.

**Westfield** (Union and Burlington cos.), a post village on the Central Railroad of New Jersey, 7 miles w. of Elizabeth, with a large local trade, considerable manufactures, a savings bank, a newspaper, etc.; population, 2216.

**Westford** (Gloucester co.), mail Woodbury.



LAKESIDE PARK—VIEW OF THE LAKE, CAMDEN & ATLANTIC RAILROAD.

**West Freehold** (Monmouth co.), a post village 2 miles w. of Freehold, with a good local trade. Population, 200.

**West Hampton** (Burlington co.), mail Mount Holly.

**West Hoboken** (Hudson co.), a post village of 2214 inhabitants, adjoining Hoboken on the n.w. and touching Jersey City. It has a large local trade and manufactures of rustic work, silks and feathers; two newspapers are published here.

**West Jersey Junction** (Camden co.), mail Camden.

**West Livingston** (Essex co.), mail Livingston.

**West Livingston** (Morris co.), mail Hanover.

**West Milford** (Passaic co.), a post village  $3\frac{1}{2}$  miles w.s.w. of Hewitt, with a good local trade; it is 2 miles s. of the Greenwood Lake. Population, 164.

**West Millstone** (Somerset co.), mail Millstone.

**West Moorestown** (Burlington co.), the western station in Moorestown. (See MOORESTOWN.)

**West New York** (Hudson co.), mail Guttenburgh. Population, 547.

**West Norwood** (Bergen co.), mail Schraalenburg.

**Weston** (Middlesex co.), a post village on the Millstone River and the Raritan Canal, with a station (Somerset co.) on the Delaware and Bound Brook Railroad; it has a large local trade, a good shipping trade and a grist mill.

**Weston Station** (Somerset co.), mail Weston.

**Weston's Mills** (Middlesex co.), mail New Brunswick.

**West Orange** (Essex co.), mail Orange.

**West Paterson** (Passaic co.), a suburban hamlet adjoining Paterson on the west.

**West Rutherford** (Bergen co.), mail Rutherford.

**West Summit** (Union co.), a hamlet on the New Jersey West Line Railroad, 2 miles s.w. of Summit.

**West Vernon** (Sussex co.), a hamlet near McAfee's Valley.

**Westville** (Essex co.), mail Caldwell.

**Westville** (Gloucester and Morris cos.), a post hamlet on the West Jersey Railroad, 3 miles n. of Woodbury; population, 100.

**West Windsor** (Mercer co.), mail Dutch Neck.

**Westwood** (Bergen co.), a post village on the New Jersey and New York Railroad,  $7\frac{1}{2}$  miles n. of Hackensack, having a large local trade. Population, 864.

**Weymouth** (Atlantic co.), a post village on the Great Egg Harbor River, with a station on the West Jersey and Atlantic City Railroad, which is  $5\frac{1}{2}$  miles w.n.w. of May's Landing; it has a good local trade and a manufactory of manilla paper. Population, 179.

**Whentland** (Ocean co.), a post hamlet on the New Jersey Southern Railroad, 4 miles s.w. of Whiting. Population, 125.

**Wheat Road** (Atlantic co.), a hamlet on the New Jersey Southern Railroad,  $3\frac{1}{2}$  miles n.e. of Vineland.

**Wheat Road** (Cumberland co.), mail Maine Avenue.

**Wheat Sheaf** (Union co.), a hamlet 2 miles s.w. of Roselle.

**Whig Corner** (Morris co.), mail Montville.

**Whig Lane** (Salem co.), 3 miles n. of Newkirk.

**Whippany** (Morris co.), a post village on the river of the same name, 4 miles n.e. of Morristown, having a large local trade, a cotton, a woolen, a paper and a grist mill. Population, 500.

**Whiskey Lane** (Essex co.), mail Orange.

**White Hall** (Hunterdon co.), mail Glen Gardner.

**White Hall** (Morris co.), a hamlet 3 miles n.e. of Junction. Population, 250.

**Whitehall** (Morris co.), a post village on the Denville branch of the Delaware, Lackawanna and Western Railroad, 4 miles e. of Bonton, with a good local trade.

**White Hall** (Warren co.), mail Hackettstown.

**White Hall Station** (Sussex co.), mail Andover.

**White Hall Summit** (Sussex co.), a hamlet on the Sussex Railroad,  $4\frac{1}{2}$  miles n. of Waterloo Station.

**White Hill** (Burlington co.), the former name and the present station name of Fieldsborough.

**White Horse** (Burlington co.), mail Shamong.

**White Horse** (Camden co.), mail Kirkwood.

**White Horse** (Mercer co.), mail Yardville.

**White Horse Road** (Mercer co.), mail Trenton.

**White House** (Hunterdon co.), a post village  $\frac{3}{4}$  mile n.e. of Whitehouse station of the Central Railroad of New Jersey, which is 7 miles s.e. of High Bridge; it has a good local trade. Population, 500.

**Whitehouse Station** (Hunterdon co.), population, 285.

**Whitefield** (Hunterdon co.), mail Bloomsbury.

**White Meadows** (Essex co.), mail Caldwell.

**White Meadows** (Morris co.), mail Rockaway.

**White Oak Ridge** (Essex co.), mail Millburn.

**White's Bridge** (Ocean co.), a hamlet on the Toms River, 3 miles n. of Ridgeway.

**Whitesville** (Ocean co.), mail Lakewood.

**Whiting** (Ocean co.), a post village on the New Jersey Southern Railroad (main line), with its Pemberton branch and with the Tuckerton Railroad, it is 5 miles s.w. of Manchester. It has a good local trade and a large shipping trade. Population, 250.

**Whitney** (Warren co.), mail Columbia.

**Wickafunk** (Monmouth co.).

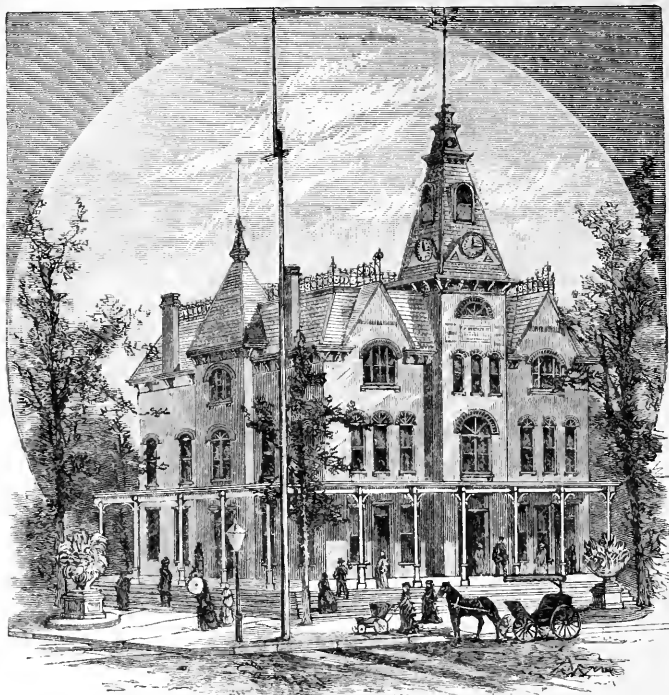
**Wild's Print Works** (Essex co.), mail Montclair.

**Wilkins** (Burlington co.), a hamlet on the Medford Railroad, 2 miles n. of Medford.

**Williamshurst** (Hunterdon co.), mail Stanton.

**Williamstown** (Gloucester co.), a post village on the Williamstown Railroad, 7 miles e.s.e. of Glassborough and 8 miles s.s.w. of Ateco; it has two manufactories of hollow glass-ware (one of which is quite extensive), a cannery, etc., a large local trade, a large export trade in the products of the market gardens, orchards and dairies, and of the manufactories. Population, 1200.

**Williamstown** (Morris co.), mail Millington.



ASSOCIATION HALL AND POST OFFICE, OCEAN GROVE.

**Williamstown Junction** (Camden co.), mail Tansborough.

**Williamsville** (Essex co.), mail East Orange.

**Williamsville** (Sussex co.), mail Vernon.

**Willow Bend** (Hunterdon co.), mail Clinton.

**Willow Cottage** (Essex co.), mail Belleville.

**Willow Grove** (Burlington co.), mail Wrightstown.

**Willow Grove** (Cumberland and Union cos.), a post hamlet 2 miles s.e. of Newfield; population, 164.

(2) A hamlet 2 miles e. of Rahway.

**Willow Mills** (Hunterdon co.), mail Oak Grove.

**Willow Vale** (Hunterdon co.), mail Pattenburgh.

**Willow Wild** (Union co.), mail Rahway.

**Wilson's** (Burlington co.), a hamlet on the Camden and Burlington County Railroad,  $\frac{1}{2}$  mile w. of West Moorestown Station.

**Winant's Depot** (Union co.), mail Elizabeth.

**Winehell's Grove** (Hunterdon co.), mail Everitts town.

**Windham** (Sussex co.), mail Stockholm.

**Windsor** (Mercer co.), a post village on the Assan-

pink Creek and the Camden and Amboy Railroad,  $3\frac{1}{2}$  miles s.w. of Hightstown, with a good local trade, a shirt factory and a grist mill. Population, 250.

**Windsor** (Hunterdon co.), mail Clinton.

**Winkle** (Passaic co.), mail Hawthorne.

**Winslow** (Camden co.), a post village on the New Jersey Southern and the Philadelphia and Atlantic City Railroads, 1 mile s. of Winslow Junction, a hamlet at the intersection of the New Jersey Southern and the Camden and Atlantic Railroads, 8 miles s.e. of Atco, 8 miles s.e. of Atsion, and 3 miles n.w. of Hammonton. Winslow has a large local trade, a good shipping trade and two large glass works. Population, 75.

**Winslow's Junction** (Camden co.), mail Winslow.

**Wiretown** (Warren co.), mail Allamuchy.

**Wolfert's** (Gloucester co.), a hamlet on the Swedesborough branch of the West Jersey Railroad,  $4\frac{1}{4}$  miles n.e. of Swedesborough.

**Wollifield** (Camden co.), mail Winslow.

**Wollyfield** (Atlantic co.), mail Hammonton.



**Woodbine** (Cape May co.), a hamlet on the West Jersey Railroad, 16 miles s.e. of Millville.

**Woodbridge** (Middlesex co.), a post village on the Rahway and Perth Amboy Railroad, 2½ miles n. of Perth Amboy; it has a large local trade, a good shipping trade and considerable manufactures of tiles, fire-bricks, etc. Population, 2700.

**Woodbridge Clay Co.** (Middlesex co.), mail Perth Amboy.

**Woodburn** (Sussex co.), a hamlet near Deckertown.

**Woodbury** (Gloucester co.), a city, the capital of the county, on the West Jersey Railroad, at the junction of the Delaware Shore, and 1 mile n. of the junction of the Swedesborough branch of the West Jersey; it is a little more than 8 miles s. of Camden. It has a population of 2298, a very large local trade, a large and valuable export trade, and considerable manufactures, though these are not on a large scale. Its business sustains a national bank and two newspapers; it has also two public libraries and an extensive agricultural fair grounds.

**Wood Cliff** (Hudson co.), mail Guttenburgh.

**Woodland** (Burlington co.), mail Shamong.

**Woodland Hill** (Essex co.), mail Bloomfield.

**Woodlandville** (Essex co.), mail Bloomfield.

**Woodlaue Station** (Burlington co.), mail Mount Holly.

**Woodmansie** (Burlington co.), a post village on the New Jersey Southern Railroad, 6 miles s.w. of Whiting, having a good local trade and a lumber mill. Cranberries are very abundant in the vicinity, and Woodmansie is largely engaged in their cultivation. Population, 75.

**Woodport** (Morris co.), a mining and post hamlet at the northern extremity of Lake Hopatcong, and on the Ogden Mines Railroad, 4 miles n.w. of Mount Hope. Population, 52.

**Woodman's Station** (Burlington co.), mail Woodmansie.

**Wood Ridge** (Bergen co.), a post village on the New Jersey and New York Railroad, 2 miles n. of Erie Junction, 2 miles s. of Lodi and 2 miles e. of Passaic; it has a good local trade and a manufactory of sashes, blinds, wood mouldings, etc. Population, 500.

**Woodruff** (Ocean co.), a hamlet 4 miles s.e. of New Egypt.

**Woodruff's** (Cumberland co.), a hamlet on the New Jersey Southern Railroad, 3 miles n.e. of Bridgeton.

**Wood's Foundry** (Morris co.), mail Rockaway.

**Woodside** (Essex co.), a hamlet at the intersection of the Paterson and Newark (branch of the Erie) and the Montclair and Greenwood Lake Railroads, 2 miles n. of Newark.

**Woodside Park** (Hudson co.), mail Bloomfield.

**Woodstock Forge** (Morris co.), mail Dover.

**Woodstock, or Woodstock Pond** (Morris co.), a hamlet 5 miles s.w. of Newfoundland.

**Woodstown** (Salem co.), a large post village on a branch of the Salem River, 3 miles n. of Yorketown; it has a population of 2200. It is the business centre of a large district, one of the most fertile and rich in farm products in the State, and has a very large local trade. The business of Woodstown and the district supports a prosperous national bank and a newspaper.

**Woodsville** (Middlesex co.), a post hamlet 4 miles n.e. of Monmouth Junction and the same n.w. of Jamesburg.

**Woodville** (Somerset co.), mail Somerville.

**Woodville** (Mercer co.), a hamlet 3½ miles w. of Hopewell. Population, 200.

**Woodwich** (Gloucester co.), mail Swedesborough.

**Woolsey's** (Mercer co.), a hamlet on the Mercer and Somerset Railroad, 2 miles n.e. of Somerset Junction.

**Wortendyke** (Bergen co.), a post village on the New Jersey Midland Railroad, 4 miles n. of Hawthorne, having a good local trade and a manufactory of cotton-yarn and wick. Population, 300.

**Wrightstown** (Burlington co.), a post village on the Pemberton and Hightstown Railroad, 3 miles n.w. of Levistown, with a good local trade and some railroad traffic. Population, 350.

**Wrightsville** (Camden and Monmouth cos.), a former hamlet, now a part of Camden; (2) a name sometimes applied to Red Valley.

**Wyckoff** (Bergen co.), a post hamlet on the New Jersey Midland Railroad, 1 mile n. of Wortendyke. Population, 347.

**Wykertown** (Sussex co.), a post hamlet n.e. of Branchville. Population, 550.

**Wynne's Mill** (Gloucester co.), mail Pitman Grove.

**Wynokie** (Passaic co.), a village on the Ringwood River and the Montclair and Greenwood Lake Railroad, 2 miles n. of Pompton Junction; it has a good local trade, some shipping trade and a postoffice called Wanaque.

**Wyoming** (Essex co.), a hamlet on the Morris and Essex Railroad, adjoining Millburn on the east.

**Yankertown** (Ocean co.), near Manchester.

**Yantie Mills** (Essex co.), mail Franklin.

**Yardville** (Mercer co.), a post village on the Doctor's Creek and the Camden and Amboy Railroad, 3 miles n.w. of Bordentown, with a good local trade, some shipping trade and a lumber and a grist mill. Population, 620.

**Yaughepo** (Passaic co.), mail Paterson.

**Yellow Brook** (Monmouth co.), mail Farmingdale.

**Yorketown** (Salem co.), a post village on a branch of the West Jersey Railroad, with a good local trade. Population, 78.

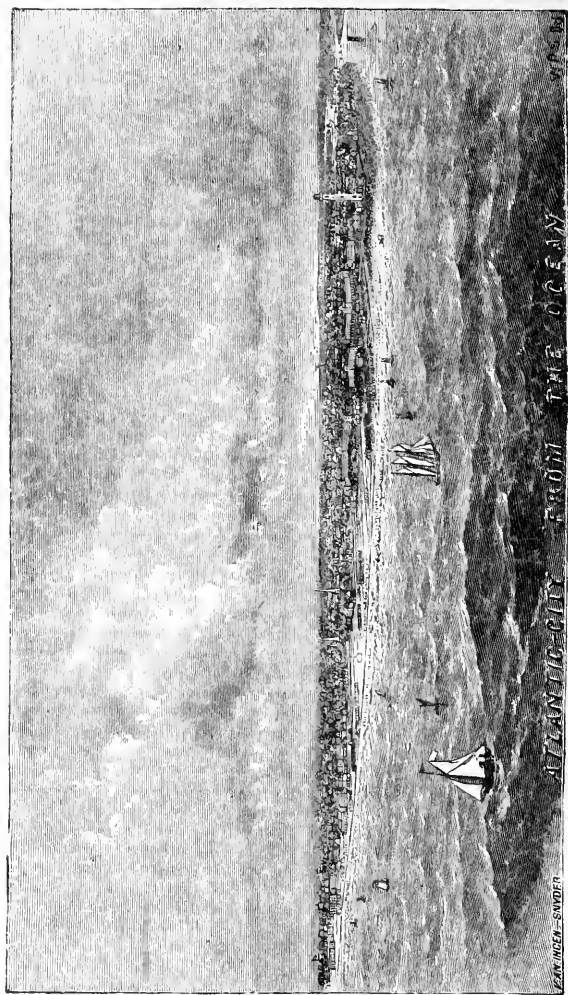
**Yorktown** (Salem co.), mail Woodstown.

**Youngsville** (Hunterdon co.), mail White House.

**Youngsville** (Warren co.), near Rocksburg.

**Yonpah** (Bergen co.), a hamlet near Oakland.

**Zaretown** (Salem co.), mail Daretown



ATLANTIC CITY—TERMINUS OF CAMDEN & ATLANTIC RAILROAD, FIFTY-NINE MILES FROM PHILADELPHIA.

# THE NEWSPAPERS OF NEW JERSEY.—COUNTY OFFICERS, THEIR TERM OF OFFICE, TIME OF HOLDING COURT, Etc.

Assemblymen and County Collectors' term of office is one year. The President Judge is one of the Justices of the Supreme Court.

THE State of New Jersey is noted for the number of its newspapers, both daily and weekly; this gratifying popularity is owing to the ability and enterprise displayed by their editors and proprietors. We have herewith compiled a list of the most prominent newspapers of the State, arranged by counties, showing the population of the county and the town in which they are published. Many of these papers, it will be noticed, are among the oldest published in America. The list will serve as a guide to persons wishing to advertise in the various parts of the State, as by it they will see the population of the neighborhood, and they can communicate direct with the proprietors of the papers, saving the commissions they would otherwise have to pay.

## ATLANTIC COUNTY. POPULATION, 18,706.

*May's Landing, County Seat. Population, 875.*

RECORD (May's Landing), weekly. Estab. 1877. Wm. G. Taylor, editor.

Senator—John J. Gardiner, R., '84.

Assemblyman—Joseph H. Shinn, D.

Sheriff—Isaac Collins, '84.

Coroners—Gerry Valentine, '82; Elisha E. Hudson, '84; Joseph P. Canby, '84.

County Clerk—Lorenzo A. Down, '83.

Surrogate—S. R. Diviney, '82.

County Collector—Joseph W. Thompson, Jr.

President Judge—Alfred Reed.

Lay Judges—Enoch Cordery, '82; Joseph Scull, '83; Richard J. Byrnes, '86.

Prosecutor of the Pleas—Alexander H. Sharp, '83.

Terms of Court—April, September, December—second Tuesday.

*Atlantic City. Population, 5477.*

REVIEW (Atlantic City), weekly, with daily in summer. Estab. 1872. A. L. English, editor.

TIMES (Atlantic City), weekly, with daily in summer. Estab. 1877. J. F. Hall, editor.

*Egg Harbor. Population, 1232.*

DEMOCRAT (Egg Harbor), weekly. Estab. 1861. A. J. Regenburg & Co., editors.

ATLANTIC JOURNAL (Egg Harbor), weekly. Estab. 1871. M. Stutzbach & Sons, editors.

DER PILOT (Egg Harbor), weekly. Estab. 1857. H. Mass, editor.

DER ZEITGEIST (Egg Harbor), weekly. Estab. 1867. M. Stutzbach & Co., editors.

*Hammonton. Population, 1776.*

SOUTH JERSEY REPUBLICAN (Hammonton), weekly. Estab. 1862. Arville E. Hayt, publisher.

HORNET (Hammonton), weekly. Estab. 1878. D. E. Woolley, proprietor.

## BERGEN COUNTY. POPULATION, 36,790.

*Hackensack, County Seat. Population, 4500.*

BERGEN INDEX (Hackensack), semi-weekly. Estab. 1875. S. E. Clapp, editor.

BERGEN COUNTY DEMOCRAT (Hackensack), weekly. Estab. 1860. Henry D. Winton, editor.

REPUBLICAN (Hackensack), weekly. Estab. 1870. T. B. Chrystal, editor.

Senator—Isaac Wortendyke, D., '84.

Assemblymen—Elias H. Sisson, D.; John Van Bussom, D. Sheriff—Isaac A. Hopper, '84.

Coroners—William H. Harrison, '83; Kenneth C. King and William Taylor, '84.

County Clerk—Samuel Taylor, '85.

Surrogate—John M. Knapp, '83.

County Collector—John W. Bogart.

President Judge—Jonathan Dixon.

Law Judge—William E. Skinner, '83.

Lay Judges—Garret G. Ackerson, '82; William S. Banta, '84.

Prosecutor of the Pleas—A. D. Campbell, '85.

Terms of Court—April, September, and December—first Tuesday.

*Carlstadt. Population, 1202.*

FREIE PRESSE (Carlstadt), weekly. Estab. 1873. Henry Matthey, editor.

*Englewood. Population, 2100.*

STANDARD (Englewood), weekly. Estab. 1879. Joseph H. Tiltonson, editor.

TIMES (Englewood), weekly. Estab. 1874. E. Winton, editor.

*Rutherford. Population, 867.*

HERALD (Rutherford), weekly. Estab. 1872. John Haywood, editor.

## BURLINGTON COUNTY. POPULATION, 55,403.

*Mount Holly, County Seat. Population, 4621.*

HERALD (Mount Holly), weekly. Estab. 1866. W. B. Willis, editor.

MIRROR (Mount Holly), weekly. Estab. 1818. Chas. H. Folwell, editor.

NEWS (Mount Holly), semi-weekly. Estab. 1879. Powell & Bower, editors.

Senator—William Budd Deacon, R., '83.

Assemblymen—W. H. Carter, R.; Thomas M. Locke, R.; Henry C. Herr, R.

Sheriff—Nathan W. C. Hayes, '84.

Coroners—William L. Darby, '83; Franklin E. Keeler and George W. Bishop, '84.

County Clerk—John B. Deacon, '83.

Surrogate—John R. Howell, '86.

County Collector—Joseph Powell.

President Judge—Joel Parker.

Lay Judges—Clayton Lippincott, '82; Clayton A. Black, '83; William Parry, '84.

Prosecutor of the Pleas—Charles E. Hendrickson, '85.

Terms of Court—April, September and December—third Tuesday.

*Beverly. Population, 1759.*

BANNER (Beverly), weekly. Estab. 1878. L. W. Perkins, editor.

WEEKLY VISITOR (Beverly), weekly. Estab. 1869. Samuel J. Hughes, editor.

*Bordentown. Population, 5235.*

REGISTER (Bordentown), weekly. Estab. 1845. J. D. Flynn, editor.

REPUBLICAN (Bordentown), weekly. Estab. 1826. Edwin C. Applegate, editor.

*Burlington. Population, 7000.*

GAZETTE (Burlington), weekly. Estab. 1835. J. O. Glas-cow, editor.

ENTERPRISE (Burlington), weekly. Estab. 1868. W. J. Bruce, editor.

*Moorestown. Population, 2300.*

CHRONICLE (Moorestown), weekly. Estab. 1879. J. E. Watkins, editor.

PARISH GUIDE, (Moorestown), monthly. Rev. J. H. Lamb, editor.

*Smithville. Population, 310.*

MECHANIC (Smithville), weekly. Estab. 1870. Mrs. A. M. Smith, editor.

## CAMDEN COUNTY. POPULATION, 62,941.

*Camden, County Seat. Population, 41,658.*

POST (Camden), daily. Estab. 1875. H. L. Bonsal & Son, editors.  
 DEMOCRAT (Camden), weekly. Estab. 1832. Willis & Semple, editors.  
 PRESS (Camden), weekly. Estab. 1820. Sinnickson Chew, editor.  
 COURIER (Camden), weekly. Established 1876. Frank F. Patterson, editor.  
 SATURDAY EVENING EXPRESS (Camden), weekly. Estab. 1879. F. H. Pierrie, editor.  
 NEW JERSEY TEMPERANCE GAZETTE (Camden), weekly. Estab. 1876. Rev. J. B. Grau, editor.

Senator—Albert Merritt, R., '85.  
 Assemblymen—Robert F. S. Heath, D.; Christopher J. Mines, Jr., R.; John H. McMurray, R.  
 Sheriff—Theodore B. Gibbs, '84.  
 Coroners—Jacob S. Justice, John D. Leckner and James Doble, '84.

County Clerk—John Hollinshead, '85.  
 Surrogate—David B. Brown, '86.  
 County Collector—Ezra Stokes.  
 Register of Deeds—John Evans, '85.  
 President Judge—Joel Parker.  
 Law Judges—David J. Pancoast, '82.  
 Lay Judges—Isaiah Woolston, '83; Joel Horner, '84.  
 Prosecutor of the Pleas—Richard S. Jenkins, '84.  
 Terms of Court—Second Tuesday in January, first Tuesday in May and October.

*Atco. Population, 300.*

HERALD AND TIMES (Atco), weekly. Estab. 1878. M. J. Skinner, editor.  
 SCIENCE ADVOCATE, (Atco), quarterly. H. A. Green, editor.

*Gloucester. Population, 5347.*

REPORTER (Gloucester), weekly. Estab. 1874. T. C. Hamilton and John H. McMurray, editors.

*Haddonfield. Population, 1480.*

ARGUS AND ADVOCATE (Haddonfield), weekly. Watkins & Lovell, publishers.

## CAPE MAY COUNTY. POPULATION, 9765.

*Cape May C. H., County Seat. Population, 575.*

GAZETTE (Cape May, C. H.), weekly. Established 1880. A. Cooper, editor.

Senator—Waters B. Miller, D., '83.  
 Assemblyman—Furman L. Richardson, R.  
 Sheriff—Remington Corson, '84.  
 Coroners—Daniel C. Eldridge, James Chester and Eugene C. Cole, '84.  
 County Clerk—Jonathan Hand, '85.  
 Surrogate—William Hildreth, '82.  
 County Collector—David T. Smith.  
 President Judge—Alfred Reed.  
 Lay Judges—Jesse H. Devisty, '82; Somers Gandy, '83; Joseph E. Hughes, '84.  
 Prosecutor of the Pleas—James R. Hoagland, '83.  
 Terms of Court—Fourth Tuesday in April and September, third Tuesday in December.

*Cape May. Population, 1699.*

WAVE (Cape May), weekly, with daily in summer. Estab. 1855. C. S. Magrath, editor.

STAR OF THE CAPE (Cape May), weekly, with daily in summer. Estab. 1868. W. V. L. Seigman, editor.

## CUMBERLAND COUNTY. POPULATION, 37,694.

*Bridgeton, County Seat. Population, 8729.*

EVENING NEWS (Bridgeton), daily. Estab. 1879. Evening News Co., publishers.  
 Also DOLLAR NEWS, weekly. Estab. 1874.

CHRONICLE (Bridgeton), weekly. Estab. 1815. A. M. Heston, editor.

PATRIOT (Bridgeton), weekly. Estab. 1865. John Cheesman, editor.

PIONEER (Bridgeton), weekly. Estab. 1848. McCowan & Nichols, editors.

Senator—Isaac T. Nichols, R., '84.  
 Assemblymen—Charles Ladow, R.; Philip P. Baker, D.  
 Sheriff—Seth P. Husted, '84.  
 Coroners—Thomas Corson, Sr., '82; Daniel E. Woodruff and William F. Compton, '84.  
 County Clerk—Daniel Sharp, '82.  
 Surrogate—Samuel Steinmetz, '83.  
 County Collector—Henry B. Lupton.  
 President Judge—Alfred Reed.  
 Lay Judges—Elias Doughty, '82; Nathaniel Stratton, '83; Alphonso Woodruff, '84.  
 Prosecutor of the Pleas—James R. Hoagland, '85.  
 Terms of Court—First Tuesday in January, May and October.

*Millville. Population, 7660.*

REPUBLICAN (Millville), weekly. Estab. 1864. John W. Newlin, editor.

HERALD (Millville), weekly. Estab. 1872. N. Whitaker, editor.

TRANSCRIPT (Millville), weekly. Estab. 1882. Elfeth & Van Syckel, editors.

*Vineland. Population, 7468.*

JOURNAL (Vineland), daily. Estab. 1875. B. F. Ladd, editor.

TIMES (Vineland), daily. Estab. 1877. J. B. Duffey and Mrs. J. B. Duffey, editors.

INDEPENDENT (Vineland), weekly. Estab. 1866. H. W. Wilbur, editor.

MORNING NEWS (Vineland), weekly. Estab. 1882. French & Co.

ADVOCATE (Vineland), weekly. Estab. 1879. B. F. Ladd.

## ESSEX COUNTY. POPULATION, 189,929.

*Newark, County Seat. Population, 136,400.*

ADVERTISER (Newark), daily. Estab. 1832. Thomas T. Kinney, editor.

Also SENTINEL OF FREEDOM, weekly.

JOURNAL (Newark), daily and weekly. Estab. 1857. W. B. Guild, editor.

REGISTER (Newark), daily. Estab. 1870. M. H. C. Vail, editor.

NEWARKER TAGEBLATT (Newark), daily. Estab. 1877. P. J. Immergruer, editor.

NEW JERSEY FREIE ZEITUNG (Newark), daily. Estab. 1858. Th. Prieth, proprietor.

DER ERZACHLER (Newark), Sunday. Estab. 1858. B. Prieth, editor.

BEOBACHTER AM PASSAIC (Newark), weekly. Estab. 1875. E. V. Schroelter, editor.

PRESS (Newark), weekly. Estab. 1828. J. A. Beecher, editor.

CALL (Newark), Sunday. Estab. 1872. Ure & Co., editors.

TEMPERANCE HERALD (Newark), weekly. Estab. 1879. Mrs. J. A. Beecher, editor.

NEWARK WEEKLY PRESS (Newark), weekly. Estab. 1878. J. A. Beecher, editor.

Senator—William Stansby, R., '85.  
 Assemblymen—John H. Parsons, R.; Robert McGowan, D.; Roderick Robertson, R.; David Young, R.; Ulysses B. Brewster, R.; Edward R. Pennington, R.; Adam Turkes, D.; vacancy; Edwin B. Smith, R.; Michael McMahon, D.  
 Sheriff—William Wright, '84.  
 Coroners—Charles W. Hagen, Joshua W. Reed and Alfred F. Munn, '84.

County Clerk—William A. Smith, '82.  
 Surrogate—C. Meyer Zulick, '84.  
 County Collector—P. S. Pierson.  
 Register of Deeds—Henry W. Egner, '84.  
 President Judge—David A. Depeu.

Law Judge—Ludlow McCarter, '85.  
 Lay Judges—John H. Meeker, '82; Stephen W. Tichenor, '83.  
 Prosecutor of the Pleas—G. N. Abeel, '82.  
 Terms of Court—First Tuesday in April, September and December.

*Bloomfield. Population, 5648.*

RECORD (Bloomfield), weekly. Estab. 1873. Stephen M. Hulín, editor.

*East Orange. Population, 8005.*

GAZETTE (East Orange), weekly. Estab. 1873. S. M. Long, editor.

*Montclair. Population, 5146.*

TIMES (Montclair), weekly. Estab. 1877. A. C. Studer, editor.

*Orange. Population, 13,206.*

VOLKS-BOTE (Orange), semi-weekly. Estab. 1872. August Erdmann, editor.

CHRONICLE (Orange), weekly. Estab. 1869. F. W. Baldwin, editor.

ESSEX COUNTY WOCHENBLATT (Orange), weekly. Estab. 1876. Louis Darnstaedt, editor.

JOURNAL (Orange), weekly. Estab. 1854. Samuel Toombs, editor.

*South Orange. Population, 2178.*

BULLETIN (South Orange), weekly. Estab. 1870. O. B. Smith, editor.

## GLOUCESTER COUNTY. POPULATION, 25,886.

*Woodbury, County Seat. Population, 2298.*

CONSTITUTION (Woodbury), weekly. Estab. 1834. A. S. Barber & Sou, editors.

DEMOCRAT (Woodbury), weekly. Estab. 1878. T. D. Carpenter, editor.

LIBERAL PRESS (Woodbury), weekly. Estab. 1877. W. E. Schock and F. H. Heritage, editors.

Senator—Thomas M. Farrell, D, '85  
 Assemblyman—Abijah S. Hewitt, D.  
 Sheriff—John W. Downes, '84.

Coroners—Charles B. Wolf, '83; Adon W. Cattell and R. Morrison Pedrick, '84.

County Clerk—S. P. Loudenslager, '82.

Surrogate—W. H. Livermore, '84.

County Collector—Joseph Paul.

President Judge—Joel Parker.

Lay Judges—Benjamin F. Carter, '82; Samuel T. Miller, '83; John M. Moon, '84.

Prosecutor of the Pleas—Belmont Perry, '84.

Terms of Court—First Tuesday in April, September and December.

*Clayton. Population, 1400.*

ENTERPRISE (Clayton), weekly. Estab. 1880. D. S. Maynard, editor.

STAR (Clayton), weekly. Estab. 1881. Duffield & Son, editors.

*Newfield. Population, 200.*

ITEM (Newfield), weekly. Estab. 1873. A. C. Dalton, editor.

*Swedesboro. Population, 958.*

TIMES (Swedesboro), weekly. Estab. 1871. Mrs. Z. Emory, editor.

## HUDSON COUNTY. POPULATION, 187,950.

*Jersey City, County Seat. Population, 120,728.*

ARGUS (Jersey City), daily. Estab. 1875. M. Mullone, editor.

JOURNAL (Jersey City), daily. Estab. 1867. Z. K. Pangborn, editor. Jos. A. Dear, business manager.

HERALD AND GAZETTE (Jersey City), weekly. Estab. 1867. Allan F. McDermott, editor.

DISPATCH (Jersey City), weekly. Estab. 1879. J. B. Brewster, editor.

REFORMED CHURCHMAN (Jersey City), monthly. Estab. 1880.

SUNBEAM (Jersey City), monthly. Estab. 1879.

Senator—Elijah T. Paxton, D., '84.

Assemblymen—George H. Farrier, R.; John O'Rourke, D.; Thomas V. Cator, Anti-Monop.; David M. Durell, R.; David W. Lawrence, R.; James C. Clarke, D.; Dennis McLaughlin, D.; William McAdoo, D.; Robert McCague, Jr., D.; James J. Casey, D.

Sheriff—Cornelius J. Cronan, '84.

Coroners—Rob't Duffy, Rob't Elliott and John J. Devitt, '84.

County Clerk—H. K. Van Horn, '85.

Surrogate—William McAvoy, '85.

County Collector—E. W. Kingsland.

Registrar of Deeds—Jeremiah E. Cleveland, '85.

President Judge—Manning M. Knapp.

Lay Judge—Abraham Q. Garretson, '83.

Lay Judges—John Brinkerhoff, '80; Asa W. Fry, '84.

Prosecutor of the Pleas—Alexander T. McGill, '83.

Terms of Court—First Tuesday in April, September and December.

*Bayonne City. Population, 9372.*

HERALD (Bayonne City), weekly. Estab. 1869. Bayonne Printing Co., editors.

TIMES (Bayonne City), weekly. Estab. 1870. F. Gardner & Sons, editors.

*Harrison. Population, 5510.*

SENTINEL (Harrison), weekly. Estab. 1880.

KEARNEY RECORD (Harrison), weekly. Estab. 1873. M. Lawless, proprietor.

*Hoboken. Population, 3999.*

DEMOCRAT (Hoboken), weekly. Estab. 1854. Eayer & Kauffman, editors.

JOURNAL (Hoboken), weekly. Two editions, English and German. Estab. 1868. Bayer & Kauffman, editors.

*West Hoboken. Population, 2214.*

PALISADE NEWS (West Hoboken), weekly. Estab. 1870. Alfred E. Gregory, editor.

## HUNTERDON COUNTY. POPULATION, 38,568.

*Flemington, County Seat. Population, 1851.*

DEMOCRAT (Flemington), weekly. Estab. 1838. Rob't J. Killgore, editor.

REPUBLICAN (Flemington), weekly. Estab. 1856. W. G. Callis, editor.

ADVERTISER (Flemington), Estab. 1881. George C. Hughes, editor.

Senator—Eli Boscobury, D., '83.

Assemblymen—George H. Mathews, D.; Jacob Hipp, D.

Sheriff—George G. Lunger, '84.

Coroners—George T. Ribble, Hugh Reynolds and John C. Lake, '84.

County Clerk—John M. Hyde, '83.

Surrogate—William H. Johnson, '84.

County Collector—William W. Swayze.

President Judge—Mercer Beasley.

Lay Judge—Augustus E. Sanderson, '86.

Lay Judges—John L. Jones, '83; James P. Hoffman, '84.

Prosecutor of the Pleas—Edward P. Conkling, '86.

Terms of Court—Second Tuesday in April and first Tuesday in September and December.

*Clinton. Population, 842.*

DEMOCRAT (Clinton), weekly. Estab. 1868. J. Carpenter, Jr., editor.

*Frenchtown. Population, 1039.*

INDEPENDENT (Frenchtown), weekly. Estab. 1871. J. R. Haddon, editor.

ENTERPRISE (Frenchtown), weekly. Estab. 1881. Ross Slack, editor.

STAR (Frenchtown), weekly. Estab. 1880. William H. Sipes, editor.

*Lambertville. Population, 4183.*

BEACON (Lambertville), weekly. Estab. 1845. Phineas K. Hazen, editor.

**RECORD** (Lambertville), weekly. Estab. 1872. Clark Pierson, editor.  
*Milford. Population, 750.*  
**LEADER** (Milford), weekly. Estab. 1880. John C. Rittenhouse, editor.

### MERCER COUNTY. POPULATION, 58,058.

*Trenton, County Seat. Population, 29,910.*

**STATE GAZETTE** (Trenton), daily and weekly. Estab. daily, 1817; weekly, 1792. John L. Murphy, proprietor; Wm. Cloke, editor.  
**TRUE AMERICAN** (Trenton), daily and weekly. Estab. daily, 1838; weekly, 1800. Naar, Day & Naar, editors.  
**EMPORIUM** (Trenton), daily. Estab. 1867. John Briest, editor.  
**NEWS** (Trenton), semi-weekly. Estab. 1878. J. W. Moody, editor.  
**HERALD** (Trenton), weekly. Estab. 1875. E. C. Stahl, editor.  
**NEW JERSEY STAATS JOURNAL** (Trenton), weekly. Estab. 1867. E. C. Stahl, editor.  
**FLOWERS' FAMILY MAGAZINE** (Trenton), monthly. Estab. 1878. W. P. Flowers, editor.

Senator—John Taylor, R., '81.  
 Assemblymen—Nelson M. Lewis, R.; Eckford Moore, D.; William J. Convery, D.  
 Sheriff—Amos Sickle, '84.  
 Coroners—Thomas Abbott, John Bucknum and John R. D. Bower, '84.  
 County Clerk—Randolph H. Moore, '82.  
 Surrogate—John H. Scudder, '84.  
 County Collector—William T. Allen.  
 President Judge—Mercer Beasley.  
 Law Judge—John H. Stewart, '85.  
 Lay Judges—Edward T. R. Applegate, '82; William S. Vard, '83.  
 Prosecutor of the Pleas—Mercer Beasley, Jr., '84.  
 Terms of Court—Third Tuesday in January, second Tuesday in May, and first Tuesday in October.

*Hightstown. Population, 3000.*

**GAZETTE** (Hightstown), weekly. Estab. 1849. T. B. Applegate, editor.  
**INDEPENDENT** (Hightstown), weekly. Estab. 1876. R. M. T. Smith, editor.

*Princeton. Population, 3209.*

**PRESS** (Princeton), weekly. Estab. 1832. C. S. Robinson, editor.  
**PRINCETONIAN** (Princeton), bi-weekly. Estab. 1876. Students of Princeton College, editors.  
**NASSAU LITERARY MAGAZINE** (Princeton), monthly. Estab. 1845. Senior Class of Princeton College, editors.

*Hopewell. Population, 500.*

**HERALD** (Hopewell), weekly. J. N. Leigh, publisher.

### MIDDLESEX COUNTY. POPULATION, 52,286.

*New Brunswick, County Seat. Population, 17,167.*

**FREDONIAN** (New Brunswick), daily and weekly. Estab. daily, 1835; weekly, 1811. John F. Babcock, editor.  
**HOME NEWS** (New Brunswick), weekly. Estab. 1879. Hugh Boyd, editor.  
**TIMES** (New Brunswick), daily and weekly. Estab. daily, 1866; weekly, 1815. A. E. Gordon, editor.  
**TARGUM** (New Brunswick), monthly. Estab. 1869. Students of Rutgers College, editors.

Senator—Isaac L. Martin, R., '83.  
 Assemblymen—John Adair, R.; James H. Van Cleef, D.; James H. Goodwin, R.  
 Sheriff—Andrew J. Disbrow, '84.  
 Coroner—Samuel C. Ensign, Henry Blumer and George G. Clark, '84.  
 County Clerk—Charles S. Hill, '82.  
 Surrogate—William Reilly, Jr., '82.

County Collector—Levi D. Jarrard.  
 President Judge—Edward W. Scudder.  
 Law Judge—Andrew K. Cogswell, '85.  
 Lay Judges—Charles S. Scott, '82; Charles F. Newton, '83.  
 Prosecutor of the Pleas—C. T. Cowenhowen, '82.  
 Terms of Court—First Tuesday in April, September and December.

*Perth Amboy. Population, 4808.*

**DEMOCRAT** (Perth Amboy), weekly. Estab. 1868. Henry Farmer, editor.  
**REPUBLICAN** (Perth Amboy), weekly. Estab. 1881. Tooker & Moore, proprietors.

*Woodbridge. Population, 2700.*

**INDEPENDENT HOUR** (Woodbridge), weekly. Estab. 1876. P. K. Edgar, editor.

*Metuchen. Population, 1400.*

**THE INQUIRER** (Metuchen), semi-monthly. Estab. 1880. St. George Kempson, proprietor.

*South Amboy. Population, 3648.*

**CITIZEN** (South Amboy), weekly. Estab. 1881. James W. Laughlin, editor.

*Cranberry. Population, 1000.*

**NEWS** (Cranberry), weekly. Estab. 1882. R. M. Stults, editor.

### MONMOUTH COUNTY. POPULATION, 55,335.

*Freehold, County Seat. Population, 3000.*

**DEMOCRAT** (Freehold), weekly. Estab. 1834. James S. Vard, editor.  
**INQUIRER** (Freehold), weekly. Estab. 1820. E. F. Applegate, editor.

Senator—John S. Applegate, R., '85.  
 Assemblymen—Peter Forman, Jr., D.; David A. Bell, D.; Benjamin Griggs, R.  
 Sheriff—John I. Thompson, '84.  
 Coroners—John Neafe, Theodore S. Woolley and John P. Cooper, '84.  
 County Clerk—T. V. Arrowsmith, '83.  
 Surrogate—A. R. Throckmorton, '83.  
 County Collector—John H. Laird.  
 President Judge—Edward W. Scudder.  
 Law Judge—Alfred Walling, Jr., '85.  
 Lay Judges—John Remsen, '82; John L. Wheeler, '83.  
 Prosecutor of the Pleas—John E. Lanning, '82.  
 Terms of Court—First Tuesday after the first day of January, first Tuesday in May and October.

*Asbury Park. Population, 700.*

**JOURNAL** (Asbury Park), weekly. Estab. 1876. John L. Coffin, editor.  
**SHORE PRESS** (Asbury Park), weekly. Estab. 1879. Jonathan R. Ingling, editor.  
**OCEAN GROVE RECORD** (Asbury Park), weekly. Estab. 1876. Rev. A. Wallace, editor.

*Eatontown. Population, 1500.*

**ADVERTISER** (Eatontown), weekly. Estab. 1877. James Steen, editor.

*Keyport. Population, 3003.*

**WEEKLY** (Keyport), weekly. Estab. 1871. M. H. & H. D. LeRoy, editors.  
**ENTERPRISE** (Keyport), weekly. Estab. 1879. Armstrong Bros., editors.

*Long Branch. Population, 6500.*

**MIRROR** (Long Branch), weekly. Estab. 1881. Kellett & Trafford, editors.  
**NEWS** (Long Branch), weekly, daily in summer. Estab. 1866. J. Stults, editor.

*Manasquan. Population, 1000.*

**SEA SIDE** (Manasquan), weekly. Estab. 1877. E. S. V. Stultz, editor.

*Matawan. Population, 2350.*

JOURNAL (Matawan), weekly. Estab. 1869. David A. Bell, editor.

*Red Bank. Population, 3800.*

NEW JERSEY STANDARD (Red Bank), weekly. Estab. 1852. E. M. Hartshorne, editor.

REGISTER (Red Bank), weekly. Estab. 1878. John H. Cook, editor.

*Ocean Beach. Population, 500.*

THE CRAB (Ocean Beach) weekly. Estab. 1881. R. P. Miller, editor.

*Atlantic Highlands.*

HERALD (Atlantic Highlands), weekly. Estab. 1881. Everett Bros., editors.

*Seabright. Population, 600.*

SENTINEL (Seabright), weekly. Estab. 1881. Rev. J. E. Lake, editor.

## MORRIS COUNTY. POPULATION, 50,867.

*Morristown, County Seat. Population, 5446.*

JERSEYMAN (Morristown), weekly. Estab. 1826. Vance & Siles, editors.

CHRONICLE (Morristown), weekly. Estab. 1877. Joshua Brown, editor.

TRUE DEMOCRATIC BANNER (Morristown), weekly. Estab. 1838. Mrs. L. C. Vogt, editor.

THE RECTOR'S ASSISTANT (Morristown), quarterly. Estab. 1880. Rev. Geo. H. Caldwell, editor.

Senator—James C. Youngblood, R., '84.

Assemblymen—William C. Johnson, R.; John F. Post, R.; Oscar Lindsley, D.

Sheriff—William H. Howell, '84.

Coroners—Julius A. Drake, Jacob Z. Budd and Samuel Schuyler, '84.

County Clerk—Melvin S. Condit, '83.

Surrogate—Charles A. Gillen, '83.

County Collector—William H. Lambert.

President Judge—William J. Magie.

Law Judge—Francis Child, '83.

Lay Judges—David W. Delliker, '82; Freeman Wood, '84.

Prosecutor of the Pleas—Geo. W. Forsyth, '85.

Terms of Court—Third Tuesday in January and first Tuesday in May and October.

*Boonton. Population, 2685.*

BULLETIN (Boonton), weekly. Estab. 1870. S. L. Garrison, editor.

*Dover. Population, 3100.*

INDEX (Dover), weekly. Estab. 1875. Frank F. Hummel, editor.

IRON ERA (Dover), weekly. Estab. 1870. B. H. Vogt, editor.

*Madison. Population, 3003.*

JOURNAL (Madison), weekly. Estab. 1877. Lorenzo H. Abbey, editor.

## OCEAN COUNTY. POPULATION, 14,455.

*Toms River, County Seat. Population, 1200.*

COURIER (Toms River), weekly. Estab. 1850. S. C. Jennings, editor.

DEMOCRAT (Toms River), weekly. Estab. 1877. W. A. Gwynne, editor.

Senator—Abraham C. B. Havens, R., '84.

Assemblyman—Clifford Horner, D.

Sheriff—James J. Allen, '84.

Coroners—Abraham Lower, Walter H. Wright and Luke A. Courtenay, '84.

County Clerk—William I. James, '85.

Surrogate—Charles W. Potter, '85.

County Collector—E. Cowperthwait.

President Judge—Bennet Van Syckel.

Lay Judges—William A. Low, '82; Richard H. Conover, '83; William Jeffry, '84.

Prosecutor of the Pleas—Thomas W. Middleton, '82.

Terms of Court—First Tuesday in January, May and October.

*Lakewood. Population, 300.*

TIMES AND JOURNAL (Lakewood), weekly. Estab. 1868. W. S. Snyder, editor.

## PASSAIC COUNTY. POPULATION, 68,716.

*Paterson, County Seat. Population, 50,887.*

GUARDIAN (Paterson), daily and weekly. Estab. daily, 1856; weekly, 1834. Carleton M. Herrick, editor.

PRESS (Paterson), daily and weekly. Estab. weekly, 1863. Chiswell & Wurtz, editors.

VOLKSFREUND (Paterson), tri-weekly. Estab. 1870. Carl August Baeger, editor.

JOURNAL (Paterson), semi-weekly. Estab. 1877. Otto Stutzbach, editor.

LABOR STANDARD (Paterson), weekly. Estab. 1878. McDonnell & McNeill, editors.

Senator—Garret A. Hobart, R., '83.

Assemblymen—Joseph A. Greaves, R.; Patrick Henry Shields, R.; William F. Gaston, R.; Thomas Flynn, D.

Sheriff—Winfield S. Cox, '84.

Coroners—James W. Collins, George F. Newcomb and Nixon Campbell, '84.

County Clerk—William M. Smith, '86.

Surrogate—Henry McDonalds, '85.

County Collector—William H. Hayes.

President Judge—Jonathan Dixon.

Law Judge—Absalom B. Woodruff, *ad interim*.

Lay Judges—John R. Daggers '82; Henry P. Simmons, '83.

Prosecutor of the Pleas—Eugene Stevenson, '85.

Terms of Court—Fourth Tuesday in April and September, and the first Tuesday after the first day of January.

*Passaic. Population, 6532.*

NEWS (Passaic), daily. Estab. 1877. Arthur Sawyer, editor.

HERALD (Passaic), weekly. Estab. 1872. Orrin Van Derhoven, editor.

ITEM (Passaic), weekly. Estab. 1870. Alfred Speer, editor.

## SALEM COUNTY. POPULATION, 24,580.

*Salem, County Seat. Population, 5057.*

SUNBEAM (Salem), weekly. Estab. 1844. Robert Gwynne & Son, editors.

STANDARD (Salem), weekly. Estab. 1819. B. Patterson, editor.

SOUTH JERSEYMAN (Salem), weekly. Estab. 1831. Smith & Bell, editors.

Senator—George Hires, R., '85.

Assemblymen—Henry Coombs, R.

Sheriff—Charles D. Coles, '84.

Coroners—Charles W. Denn, John Q. A. Donny and William Carney, '84.

County Clerk—J. M. Lippincott, '84.

Surrogate—George R. Morrison, '82.

County Collector—A. Smith Reeves.

President Judge—Alfred Reed.

Lay Judges—Allen Wallace, '82; William Plummer, '83; Joseph Cook, '84.

Prosecutor of the Pleas—Albert H. Slape, '85.

Terms of Court—Third Tuesday in January, May and October.

*Pennsgrove. Population, 1000.*

RECORD (Pennsgrove) weekly. Estab. 1878. J. W. Laughlin, editor.

*Woodstown. Population, 1800.*

REGISTER (Woodstown), weekly. Estab. 1869. William Taylor, editor.

*Elmer. Population, 300.*

GAZETTE (Elmer), weekly. Estab. 1800. D. S. Maynard, editor.

## SOMERSET COUNTY. POPULATION, 27,161.

*Somerville, County Seat. Population, 3220.*

GAZETTE (Somerville), weekly. Estab. 1864. A. V. D. Honeyman, editor.

MESSENGER (Somerville), weekly. Estab. 1822. John H. Mattison, editor.

UNIONIST (Somerville), weekly. Estab. 1863. E. P. Porter, editor.

NEW JERSEY LAW JOURNAL (Somerville), monthly. Estab. 1873. Edward G. Keasbey, editor.

Senator—Eugene S. Doughty, D., '85.

Assemblyman—William A. Schomp, D.

Sheriff—Lewis A. Thompson, '83.

Coroners—Henry G. Wagoner, Amadee F. Vorhees and William J. Swinton, '84.

County Clerk—M. H. Vandever, '85.

Surrogate—William H. Long, '83.

County Collector—A. Berry.

President Judge—William J. Magie,

Lay Judges—Andrew V. D. B. Vosseller, '82; John M. Garrettson, '83; Joseph Thompson, '84.

Prosecutor of the Pleas—James J. Bergen, '82.

Terms of Court—Third Tuesday in April, September and December.

*Bound Brook. Population, 1250.*

CHRONICLE (Bound Brook), weekly. Estab. 1868. A. J. Shampanore, editor.

## SUSSEX COUNTY. POPULATION, 23,553.

*Newton, County Seat. Population, 2513.*

HERALD (Newton), weekly. Estab. 1829. Thomas G. Bunnell, editor.

REGISTER (Newton), weekly. Estab. 1813. Richard F. Goodman, editor.

Senator—Thomas Lawrence, D., '83.

Assemblyman—William E. Ross.

Sheriff—Jacob E. Hornbeck, '84.

Coroners—Levi D. Miller, Emerson B. Potter and Jacob C. Price, '84.

County Clerk—John H. Neldon, (fill vacancy), '82.

Surrogate—G. B. Dunning, '83.

County Collector—Theodore Morford.

President Judge—William J. Magie.

Lay Judge—Lewis J. Martin, '86.

Lay Judges—Hiram C. Clark, '83; James B. Huston, '84.

Prosecutor of the Pleas—Lewis Cochran, '84.

Terms of Court—First Tuesday in April, September and December.

*Deckertown. Population, 1003.*

INDEPENDENT (Deckertown), weekly. Estab. 1870. John J. Stanton, editor.

## UNION COUNTY. POPULATION, 55,571.

*Elizabeth, County Seat. Population, 28,129.*

HERALD (Elizabeth), daily and weekly. Estab. daily, 1867; weekly, 1861. Cook &amp; Hall, editors.

JOURNAL (Elizabeth), daily and weekly. Estab. daily, 1868; weekly, 1779. Fred. W. Foote, editor.

FREIE PRESSE (Elizabeth), semi-weekly. Estab. 1871. C. H. Schmidt, editor.

Senator—Benjamin A. Vail, R., '85.

Assemblymen—John T. Dunn, D.; George T. Parrott, R.; Frank L. Sheldon, R.

Sheriff—Thomas Forsyth, '84.

Coroners—Henry J. Strahemeyer, Jr., '82; Monroe B. Long and Henry H. Lowrie, '84.

County Clerk—James S. Vosseller, '82.

Surrogate—James J. Gerber, '82.

County Collector—Patrick Sheridan.

President Judge—Bennet Van Syckel.

Lay Judge—Thomas F. McCormick, '83.

Lay Judges—David Mulford, '82; Nathan Harper, *ad interim*.

Prosecutor of the Pleas—William R. Wilson, '86.

Terms of Court—First Tuesday in January, May and October.

*Plainfield. Population, 8126.*

BULLETIN (Plainfield), daily and weekly. Estab. daily, 1879; weekly, 1880. E. O. Chamberlain, editor.

CENTRAL NEW JERSEY TIMES (Plainfield), weekly. Estab. 1868. J. C. Runyon, editor.

CONSTITUTIONALIST (Plainfield), weekly. Estab. 1868. W. L. Force &amp; Co., editors.

*Rahway. Population, 6454.*

ADVOCATE AND TIMES (Rahway), weekly. Estab. 1822. W. L. Mershon &amp; Co., editors.

NATIONAL DEMOCRAT (Rahway), weekly. Estab. 1840. Lewis S. Hyer, editor.

## WARREN COUNTY. POPULATION, 36,588.

*Belvidere, County Seat. Population, 1750.*

APOLLO (Belvidere), weekly. Estab. 1824. Josiah Ketcham, editor.

JOURNAL (Belvidere), weekly. Estab. 1833. Adam Bellis, editor.

Senator—George H. Beatty, D., '85.

Assemblymen—William Friez, D.; Robert Bond, D.

Sheriff—William K. Bowers, '84.

Coroners—W. Scott Johnson, William M. Mayberry and Augustus Deliker, '84.

County Clerk—William L. Hoagland, '85.

Surrogate—Martin C. Swartsweiler, '84.

County Collector—P. H. Hann.

President Judge—Mercer Beasley.

Lay Judge—William H. Morrow, '82.

Lay Judges—Jehiel T. Kern, '83; James Somerville, '84.

Prosecutor of the Pleas—Sylvester C. Smith, '86.

Terms of Court—Fourth Tuesday in April, third Tuesday in September, and the first Tuesday after the fourth Tuesday in December.

*Blairstown. Population, 500.*

PRESS (Blairstown), weekly. Estab. 1877. Jacob L. Bunnell, editor.

*Hackettstown. Population, 2502.*

GAZETTE (Hackettstown), weekly. Estab. 1856. Zita Ossmun, editor.

HERALD (Hackettstown), weekly. Estab. 1871. A. C. Higgins, editor.

*Phillipsburg. Population, 7180.*

DEMOCRAT (Phillipsburg), weekly. Estab. 1868. Charles F. Fitch, editor.

*Washington. Population, 2142.*

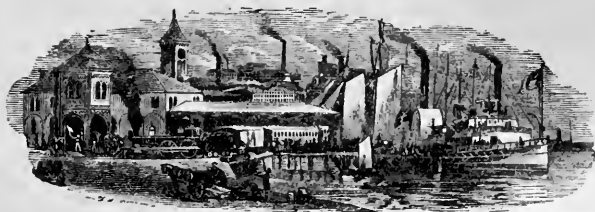
REVIEW (Washington), weekly. Estab. 1877. John W. Nutze, editor.

STAR (Washington), weekly. Estab. 1868. Richard Vanhorn, editor.

FOR INFORMATION CONNECTED WITH THE NEWSPAPERS OF NEW JERSEY AND THE EDITORIAL ASSOCIATION OF THE STATE, WE REFER WITH PLEASURE TO CHAS. BECHTEL, SECRETARY, TRENTON.



## CITY OF BRIDGETON.



### HISTORICAL AND DESCRIPTIVE REVIEW OF THE CITY FROM ITS SETTLEMENT TO THE PRESENT TIME—A PROMINENT RAILROAD AND BUSINESS CENTRE—ITS MANUFACTURING AND MERCANTILE INDUSTRIES.

Thirty-eight miles south of Philadelphia and 127 from New York, is situated one of the handsomest business centres in the State—City of Bridgeton. It is pleasantly situated on both sides of the Cohansey River, at the head of navigation and twenty miles from its entrance into Delaware Bay. No city in New Jersey of the same population is so largely engaged in manufacture, or is peopled by a more energetic and enterprising class of business men, and to them, coupled with the unrivaled location, Bridgeton owes its importance of to-day.

#### ITS EARLY SETTLEMENT AND GRADUAL GROWTH.

The original name of this part of the country, on both sides of the river, was Cohansey—from an Indian Chief named Cohanick, who anciently resided here. The first settlement was made at an early period; the precise date is unknown. There was, doubtless, a convenient fording place across the Cohansey, where the town now is; and in process of time a bridge being erected and a settlement springing up, it was known by the name of Bridgetown, and so continued until the establishment of a bank in 1816, when it was changed to Bridgeton. The courts of the county were held at Greenwich, a settlement six miles southwest of Bridgeton, until December, 1748, when they were adjourned to Cohansey Bridge, there then being a few houses there. The village gradually increased its size and in 1750 the court house was erected. Up to the Revolution, when the population was about 400, the growth of the town was principally on the hill on the west side of the river, the leading taverns, the post office, court house and jail being all on that side. The inhabitants of Bridgeton and vicinity were firm adherents to the cause of the country in the war of the Revolution, and in 1775 a company of soldiers was raised here, of which General Joseph Bloomfield was captain and Ebenezer Elmer, lieutenant. This company marched to the North and joined the army under General Schuyler. Simultaneously with the Whigs of Salem, in the autumn of 1774, a committee was appointed for the county, which consisted of two members from each township, who met occasionally at Cohansey Bridge to see that the Association be properly attended to and energetically and punctually observed in every particular. Toward the close of 1779 and spring of 1780 an association of Whigs of this and Salem County, built and equipped, at Bridgeton, a fine schooner, as a letter-of-marque, which, in compliment to the Governor of the State, was called the "Governor Livingstone." She made but one successful trip, and when on her second voyage, on her return home, having a very valuable cargo on board, was captured near the Capes of the Delaware by a British frigate. No other attempts of this nature were made here afterward. Ebenezer Elmer, mentioned above as lieutenant of the Revolutionary company, was one of the most prominent citizens that ever resided in Bridgeton. Dr. Jonathan Elmer, who lived many years in the town and died there in 1817, was a member of the Revolutionary Congress and one of the first Senators under the present constitution of the United States.

Bridgeton increased in population gradually and at the beginning of the present century was quite an important business centre. In 1814 the present extensive iron works were built and attracted to the town many people who found employment therein and the town as a place of manufacture dates from that year. Eight years later, 1822, the works were destroyed by fire and in 1823 rebuilt and enlarged. A writer visiting Bridgeton in 1833, thus describes the town: "The town is built on both sides of the creek, over which there is a modern drawbridge, from whence it has its name. It formerly bore that of Cohansey." It contains

a court house of brick in the centre of a street, upon the west bank of the creek, a prison of stone, and public offices; on the east side a Presbyterian, a Baptist and a Methodist church, a bank, a public library, a Masonic Lodge, an academy, a woolen manufactory, a grist mill, an extensive rolling mill, foundry and nail factory. It exports lumber, flour, grain, nails and iron castings. Thirty schooners and sloops, of from fifty to eighty tons burden, sail from the port, which is one of entry and delivery. The collection district of Bridgeton comprehends the counties of Gloucester, Salem, Cumberland and Cape May, excepting such parts of Gloucester and Cape May as are included in the district of Egg Harbor. The collector resides at Bridgeton and he issued 250 licenses in the year 1832."

### THE CITY OF THE PRESENT DAY.

The town of Bridgeton in 1829 had a population of 1,736; in 1838, 2,315; in 1850 this had increased to 3,480, and in 1860 there were 5,164 residents. In 1865 the town was incorporated into a city and the census of 1870 gave 6,830 inhabitants. From this time to the present the city has made rapid strides and the whole appearance of the place has undergone a complete change. The population, as given by the census of 1880, was 8,729 and that of 1882 is believed to reach about 9,200. The city contains an area of 15.9 square miles, or 9,849 acres, and is divided by the Cohansey River, about one-fourth of the built-up portion lying on the west side and three-fourths on the east side. Three bridges, two of which are iron and one a wooden structure, span the river and connect the two. The city is a port of entry and the second in importance in the State. Bridgeton is the same latitude as Baltimore, Maryland (between 39 and 40 degrees), and the winters are usually mild, the average temperature being about thirty-two degrees in winter and seventy in summer. The streets are well laid out and to a great extent heavily shaded with maple, linden, elm and other trees. The business thoroughfares are Commerce, Laurel and Broad Streets, on which are the leading mercantile houses. Unlike many manufacturing towns, where trade is done principally through factory stores, Bridgeton has numerous mercantile houses, embracing all lines of business, employing an immense amount of capital and with as large and varied a stock as can be found in the larger cities. To a very great extent the citizens own their own dwellings, which are neatly built and the absence of long rows of tenement houses is noticeable, there seldom being more than two houses joined together and these are on lots of such size as to afford spacious gardens, which are tastefully adorned with plants and shrubbery. From an excellent little volume on the city of Bridgeton, by George W. McCowan, Esq., we glean many facts of interest of the town and its business importance.

The legislative authority of the city is vested in the City Council, composed of nine members, who, with the Mayor, constitute the government of the place. All ordinances originate with the Council and are submitted to the Mayor for his approval. The Council has power to erect public buildings, grant licenses of all kinds, establish the grade of the streets, to lay out and open the same and regulate the erection of buildings thereon; to remove all the nuisances and enforce sanitary measures; to curb and pave the streets and sidewalks and to compel a strict enforcement of all laws. An effective police force is maintained, that patrol the city day and night. Numerous fire-hydrants throughout the city, together with ample fire apparatus, afford sufficient protection in case of fire.

Taxes are reasonable—\$1.50 on ever \$100 worth of property. The assessment is made in June and collected in December. The finances are in a prosperous condition—the current expenses being readily met. There is no debt, except that incurred in the erection of the water-works, which amount is secured by bonds. The works have been in operation but four years. Already the revenue from water-rent is almost sufficient to pay the running expenses of the works and the interest on the bonds.

### TRANSPORTATION FACILITIES.

Means of communication with the outside world are various. The West Jersey Railroad, whose large brick depot for passengers and freight is at the north section of the city, affords ample accommodations for the public and by its connections the great metropolitan cities of Philadelphia and New York are accessible in a short time. There are four trains daily, each way, by this route, and they are so arranged that a person may leave Bridgeton in the morning, spend the entire business portion of the day in Philadelphia and return home in time for tea. Connections are made at Camden, with the Pennsylvania Railroad, for New York and other points. New York and Philadelphia may also be reached by way of the New Jersey Southern Road, the distance to New York being 127 miles. The connections are such that one can go to New York, transact business and return by 7 P. M. the same day. This road connects with the New Jersey Central and Camden & Atlantic roads and offers many advantages to passengers and shippers. The Cumberland & Maurice River Railroad centres at Bridgeton, making it the trading point for the towns of Fairton, Cedarville, Newport, Dividing Creek, Maurice town and Port Norris. The last-named place is the great mart for the celebrated Maurice River Cove oysters. The shipping of this one article alone, through Bridgeton, averages

daily seven hundred thousand, giving employment to 300 vessels and 1,500 men. There was also shipped over this road, the past season, 600,000 quarts of strawberries. The steamer "Artisan," a large passenger and freight boat, makes regular trips to Philadelphia, stopping at Greenwich and other places on the Cohansey, also at Port Penn, in the State of Delaware. This boat carries an immense amount of produce to Philadelphia and returns loaded with merchandise as freight. Several packets trade between Bridgeton and other places, north, east and south. Lines of stages connect the city with Millville, Salem, Shiloh, Roadstown and Greenwich.

#### EDUCATIONAL AND RELIGIOUS ADVANTAGES.

There are two dailies and four weekly papers, published in Bridgeton, two of which are Republican, one Democratic and two neutral. *The West Jersey Pioneer*, Republican, established in 1848, is now owned by McCowan & Nichols. It is issued every Thursday from the office, No. 60 Commerce Street, over McGear & Bro.'s Dry Goods Store. *The Chronicle*, Republican, daily and weekly, is published by A. M. Heston, No. 48 Commerce Street, Hanthorn's Building. The weekly is issued on Friday and was started in 1815, the daily was established in 1882. *The Patriot*, the leading Democratic paper of the county, is published on Friday by John Cheesman, at No. 92 Commerce Street, over C. F. Dare's Drug Store. *The Evening News*, daily, and the *Dollar Weekly News* are issued by the "News" Co., and are edited by J. H. C. Applegate and J. W. Richardson.

The educational advantages of Bridgeton are unsurpassed. The State has a superior system of education, providing free schools for all children between the ages of five and eighteen years. The money for the support of these schools is derived partly from State tax and partly from the interest on the surplus revenue. A large amount is thus annually distributed throughout the State—Bridgeton receiving, in 1881, \$9,014.81, which, in addition to a tax raised by the city, furnishes the necessary funds for the support of the schools. There are within the city limits, six public schools, three in the First (including the one known as Gouldtown); one in the Second, and two in the Third Ward—employing twenty-nine teachers. The schools of the city are under the supervision of a Board of Education, composed of nine members and a City School Superintendent. The school buildings are large and commodious and well arranged. A corps of efficient teachers are engaged and provided with all the modern appliances for instructing those committed to their care. A thorough course of study is pursued, and scholars advanced to the highest branches. Graduates direct from these schools, have obtained lucrative positions as teachers, etc., at home and abroad.

The South Jersey Institute is located upon elevated ground in the Southern part of the city, in a beautiful grove, upon the banks of the Cohansey. This institution has constantly increased in efficiency and public favor since its opening in 1870, until it now ranks among the best schools of its kind in the country. It has accommodations for 120 student boarders of both sexes.

Ivy Hall, on West Commerce Street, Rev. H. Reeves, principal, has long enjoyed an enviable reputation as a superior Female Seminary. This school possesses the advantages of a Christian home and a Seminary of high scholastic standing for young ladies. It numbers among its graduates some of the best educated ladies of this and other States.

The society of Bridgeton is refined and a high order of morals prevail. Educational advantages are fostered, and every effort is put forth to keep up the standard in this respect. In the way of amusements and literary entertainments Bridgeton has all that can be desired. For years a lecture course has been provided each winter, in which some of the brightest intellects of the country have been engaged. Moore's Opera House is a well arranged building, three stories high, and is eligibly situated on South Laurel Street, between the two thoroughfares, Commerce and Broad Streets. Its seating capacity is about 1,200.

The various religious denominations are well sustained in this city. The Presbyterians, Methodists and Baptists are numerically about the same, while the other churches show a strong and growing membership. The Old Presbyterian Church, at the west end of the city, is the oldest church building, being built in 1792. Here regular services was held until 1835, when a church was erected on the east side of the river. Surrounding the church is a large cemetery, neatly laid out, beautified with trees, flowers and shrubbery, and containing numerous handsome monuments. The First Presbyterian Church, on North Laurel Street, is a spacious brick structure. The Second Presbyterian Church, on North Pearl Street, is of gray stone, and presents a fine appearance with its towering steeple and vine-clad walls. The West Presbyterian Church is on West Commerce Street, and is built of Chester, Pa., gray stone, and finished with Trenton brown stone trimmings. St. John's Evangelical Lutheran Church (German) is a frame building, on the corner of Giles and Oak Streets. First Baptist Church, on East Commerce Street, is built of brick, stuccoed. The society is the oldest of the Baptist denomination in Bridgeton, and was organized in 1828. The Pearl Street Baptist Church, on North Pearl Street, is a large, attractive brick building, and was erected in 1866. St. Andrew's Episcopal Church, on East Commerce Street, is an attractive, frame edifice, built in the Gothic style of

architecture. The Church of the Immaculate Conception (Roman Catholic), is on North Pearl Street, built of brick, and is conspicuous for its neatness. Commerce Street M. E. Church, on East Commerce Street, is the Mother Church of Methodism in the city. The society was organized in 1805, and the first house of worship, a small, frame building, was constructed, which stood until 1833, when it was removed, and the present neat brick structure erected in its stead. Trinity M. E. Church, on Fayette Street, is of brick, and presents a substantial and pleasing appearance. Central M. E. Chapel is also of brick, and located on Bank Street. Salem M. P. Church is a commodious building of wood, situated on Laurel Street. Mt. Zion African M. E. Church, on Bergen Street, is the principal church of this denomination in the vicinity.

The Water-works began operations in 1877, and were built by the city, and consist of a distributing reservoir, which is on East Commerce Street, upon an elevation one hundred and three feet above high water mark in the Cohansey River, with a capacity of one million and a half gallons; of a retaining reservoir at East Lake, which has a capacity of three million gallons. The water is forced through a sixteen-inch main twenty-three feet to the high reservoir—an elevation of eighty-eight and a quarter feet (this being the height of the surface of the water in the distributing reservoir above the surface of that in the retaining reservoir) by a compound, duplex Worthington engine, of a capacity of one and a half million gallons per day. The surface of the water in the distributing reservoir is seventy-two and a half feet above the centre of this pump. The plan of distribution is quite elaborate, and covers the whole city, there being over eleven miles of pipe laid, of six, eight, ten, twelve and sixteen inches in diameter, controlled by stop valves, and supplying numerous fire hydrants. The Bridgeton Gas Company was incorporated in 1857. They furnish a good quality of gas for \$2.50 per thousand feet.

#### THE UNRIVALED BUSINESS INDUCEMENTS.

The benefits of Bridgeton, as a manufacturing centre, are plainly manifest. The excellent railway facilities, desirable tide-water navigation, and admirable position of the city, together with the liberal offers of several of the citizens, to donate lands to those who will build mills and factories thereon, give Bridgeton great superiority as a place in which to establish manufactories. The properties offered gratuitously for the purposes above named, are not in insulated spots, wild or marshy lands, but are near the line of railways, or on the river front, and within the corporate limits of the city, accessible to schools, churches, etc., and will be donated in such quantities, as to make it an object to any one seeking a business site. By a special act of the State Legislature, all capital employed in manufacturing in Bridgeton, to the amount of \$10,000 and upwards, is exempt from city tax for ten years. Bridgeton has the advantage of being near Philadelphia and New York and, at the same time, escaping the excessive taxation of those cities. While numerous factories are already established here, there are acres of fine sites along the river and adjoining the railways, which can be secured. Lumber, stone, brick and other building materials can be bought as cheap as elsewhere, and skilled mechanics procured at reasonable wages.

No more advantageous locality could be selected in which to establish paper mills; as the raw material in large quantities is shipped from Bridgeton to be made into paper. The grass from which certain grades of paper is manufactured, grows in abundance on the river near by, and can be secured in any amount, at a slight cost. Plenty of water, and every other convenience, can be readily obtained. Foundries, glass houses, machine shops, sugar refineries, woolen or cotton mills, shoe factories, potteries, terra-cotta works, and in fact any branch of manufacture can be conducted successfully in this city. Goods can be loaded direct on the boats or cars at a great saving of time and expense in carting.

In this vicinity is a large deposit of white clay, which has been tested, and found to produce a fine article of white ware, Rockingham ware, fire-brick or terra-cotta ware. The deposit is as yet only partly developed; but with capital can be made an important industry.

The leading industry of Bridgeport is the Cumberland Nail and Iron Works which were established in this city in 1814. Though small at first, these works have grown until now they cover many acres of ground. The products of the works are nails and gas tubes. The power used is steam and water, requiring several water-wheels, 13 steam engines and 26 boilers. The machinery consists of 10 double puddling furnaces, 4 heating furnaces, 21 trains of rolls, 84 nail machines, and 6 furnaces for manufacturing gas tubes. 140,000 kegs of nails and 4,000,000 feet of gas tube are made annually, giving employment to 400 men, who are paid in cash, weekly. 550,000 feet of lumber is used for making nail kegs. The transportation of freight to and from the works amounts to 40,000 tons a year. 53 tons of coal are consumed daily, for heating, puddling and welding.

The prominent industries of Bridgeton will be found carefully portrayed in the pages following, and the reader will learn by their perusal the extent and importance of the manufacturing and mercantile interests of this rapidly growing city:

**Jonathan Elmer, Jr.,** Manufacturer of Flour, Feed, etc., East Commerce Street.—In reviewing the manufacturing industries of this thriving town the writer was attracted to the flour-mill standing on East Commerce Street near East Lake, that has been supplying Bridgeton and vicinity with the "staff of life" for three-quarters of a century. When it came into existence Bridgeton was little else than a struggling village, containing few, if any, manufacturers, and only the centre of the county trade about. This mill was built in the year 1808 by Jeremiah Buck, and by him carried on for some years. About the year 1820 it was bought and run by Jonathan Elmer, who was followed by his son, the present Jonathan Elmer, Sr., who rented it to Smith & Lott, Richard Lott, Burroughs & Elmer, Charles R. Elmer, Mr. Theophilus Trenchard, Trenchard & Elmer. This firm remained until 1881, when the junior member of the firm, Jona Elmer, Jr. (grandson of the first-named Jona Elmer), bought full interest. The mill has two over-shoot water-wheels, three run of stone, and is provided with the modern facilities for the manufacture of flour, and is kept running constantly to its fullest capacity. The brands of flour here produced are recognized as having no superior in the city, and are manufactured from first-class wheat. Mr. Elmer is a native of Bridgeton, and has been in the milling business all his life, affording him an experience that is most valuable. He is a gentleman well esteemed both in the public and private walks of life.

**Manufacturers' Clothing Company,** Clothing, Hats, Caps and Gents' Furnishing Goods, 19 and 21 Commerce Street.—The American people are admirers of pluck and enterprise and wherever it is displayed to any considerable degree it receives the approbation of all admirers. This feature of our people is oftentimes well illustrated in business channels, when apparently crowded markets are entered by an enterprising gentleman, with some specialty of trade and at once steps to the front, in direct competition with older but less energetic houses. In Bridgeton this fact has been well borne out in the establishing and success of the Manufacturers' Clothing Company, who first opened business here in September, 1880, less than two years ago, and for the first year did a business that amounted to \$28,000. Taking into consideration that this was all by retail sales alone, the result thoroughly shows that the efforts of the energetic manager has been backed with first-class goods in every respect. The house is a branch of the extensive wholesale clothing house at 230 North Second Street, Philadelphia, and where all the clothing sold by them is manufactured, the whole process being under their immediate supervision. The house in this city is located in the desirable stores at 19 and 21 Commerce Street, where they have every facility for meeting promptly and satisfactorily the demands of the large trade. Having one of the largest stocks of ready-made clothing, hats, caps, gents' furnishing goods, etc., in the city, and backed with an ample capital that enables them to take whatever advantages offered by the market in purchasing goods in large quantities, they are able to offer inducements to their patrons and others, that are unequalled by any house in the community. It is not our purpose to generalize on the complete assortment here found, but only remark that its excellence in quantity and quality is what has so rapidly given the house the position it now occupies in the clothing trade of Bridgeton. The house is under

the management of Mr. Joseph Arnold, a native of Pennsylvania, and an active and enterprising gentleman of thirty-four years of age. He introduced, during the last four months of 1881, a novel scheme for pushing business in giving each purchaser a ticket entitling them to participate in a drawing for a lot of goods. In that time he gave out 3,950 tickets, an average of nearly 1,000 per month. He has also introduced the one-price method, each article bearing upon it the price plainly marked and from which there is no deviation. Two men are employed to assist him.

**West Side Glass Manufacturing Company,** Manufacturers of Hollow Ware, Lower End of Water Street.—In a work devoted to a minute display of the resources and advantages of this community, the glass manufacturing industry must occupy a position of importance commensurate with the prosperity and general development of Bridgeton traceable to this source. Conspicuous among the enterprises that have added no little to the celebrity of our products in this department of trade, is that conducted by the West Side Glass Manufacturing Company (Limited) which was established in 1879. This company is composed of Messrs. Samuel L. Harris, Robert Herritz, Abraham Clive, Charles Mullen, Hiram Duffield, Robert Brokel, George C. Lupton and Charles G. Hampton, nearly all practical glass-makers, with a comprehensive knowledge and extended experience in the business, and all long residents of this city.

This company grew from the combination made by several glassblowers with two or three outside individuals, and from the start their affairs have been so well managed that they have met with satisfactory success. The capital at the beginning was small, but has been added to from time to time until it is now large enough to cope with the business, which reaches an annual amount of \$60,000. For the specialties, to the perfect production of which this house is devoted, it has already achieved a wide-spread and splendid reputation, and includes all kinds of light green and amber glass from the largest carboy to the smallest vial. Their trade is principally conducted with New York, Boston, Philadelphia, Baltimore and the Southern States, and they have no trouble in disposing of all the ware they manufacture. They use the superior sand that is found on the farm of Mr. Lupton adjacent to the factory, which is said to be the finest in the State. This sand makes an excellent strong bottle, and is particularly desirable where the ware is likely to be exposed to rough usage.

The plant of the works are located at the lower end of Water Street, on Cohansy River, where they have extensive facilities for shipment and receipt of goods. There are six buildings, subdivided into factories, mould shops, packing-rooms, stock and sample-rooms, offices, etc. An engine of ten horse furnished the required power, and seventy men and boys are employed at an average outlay of \$500 per week. Although in existence but three years this company possess ample facilities for conducting the business, and are rapidly assuming a place among the leading manufacturers of this State.

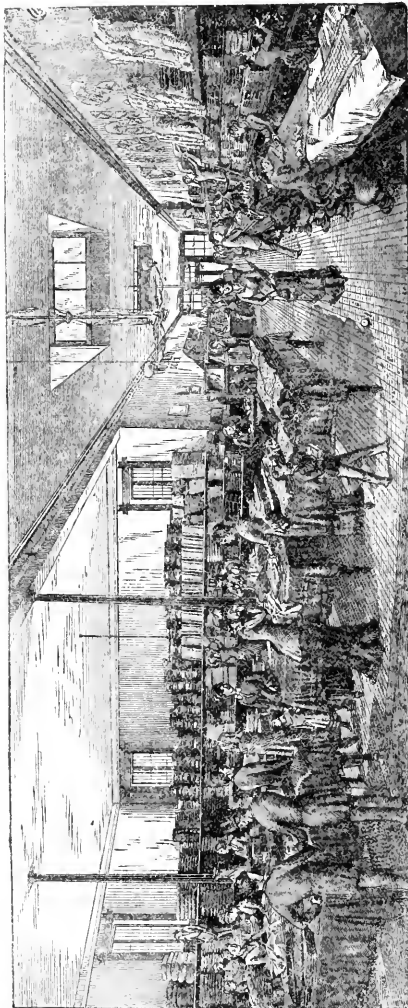
The President of the company is Mr. Samuel L. Harris, and Secretary and Treasurer, Mr. Charles G. Hampton. This last-named gentleman for three years was Sheriff of Cumberland County, and is widely esteemed by the entire community. The company is managed in a most thorough manner, and its success is as marvelous as its productions are excellent.

**W. H. Woodruff**, Dry Goods, No. 84 and 86 East Commerce Street.—Prominent among the large mercantile establishments of the State, we must give an honorable position to the house of Mr. W. H.

thorn Building, 50 East Commerce Street, with a capital of \$15,000, and purchased a stock of goods that rapidly secured him much of the best trade. This increased so rapidly that his store was not large enough to cope with the business, and in the summer of 1880 he erected the palatial house at 84 and 86 East Commerce Street, now occupied by him. This is built in an "L" shape, and has the following dimensions: a front of twenty-seven feet, and the main store extending back one hundred, with the base of the "L," 37x29 feet. This is probably the largest store in the city, and has a floor space of 3,773 square feet. The second story is 27x40 feet, and the basement 27x100 feet, the whole giving 7,553 square feet. The interior of this establishment, having been built expressly for the dry goods business, is the most convenient and handsomest in the city, and has few equals in the State outside of the cities adjacent to New York.

The view on this page will give the reader a general idea of the extent of Mr. Woodruff's new establishment, the cut being a faithful representation of the interior appearance of the store. The front has two large plate glass windows, which are evidently in charge of a professional window-dresser, they at all times attracting the attention of all passers, by the handsome and unique manner in which they are decorated. These windows are but evidences of what may be found on the interior, as the whole establishment is a marvel of neatness, good taste and superior judgment. The stock carried reaches a value of \$35,000, there being eleven departments, and employing thirteen assistants. The immense line of goods that fill this establishment which comprise an extensive variety of dry goods, of both foreign and domestic manufacture, and a full line of that class of goods termed notions, is always carried, a specialty being made of silks, in which as regards quality and variety of assortment, cannot be excelled by any other house in this section. The numerous purchasers to be seen daily at the counters, testify to the excellent judgment of the proprietor in the selection of his stock. To attempt to convey any idea of the endless variety of goods to be obtained here, or of the magnificent or attractive appearance of the busy interior, would simply fall short of justice to the house, as nothing less than a personal visit can enable any one to realize its beauties.

The head of this enterprise, Mr. W. H. Woodruff, was born in 1841, and has always resided in Bridgeton. He entered the dry goods house of J. B. Potter & Co., as errand boy in 1859, at the age of eighteen, and has continued in the same business until the present time, except nine months spent in the army. He was several years a member of the dry goods firm of Garrison & Woodruff, of 93 Commerce Street. The position which he has invariably occupied in the transaction of the business, has been clearly indicative of an energy and liberality that has been justly rewarded in the brilliant success achieved and the high esteem with which he is regarded. His store is the most popular resort for ladies in Bridgeton.



Woodruff, which ranks in the dry goods line as one of the largest in South Jersey. He started the dry goods business in September, 1877, in the Han-

**Jacob Mengel**, Manufacturer of Cigars and Wholesale and Retail Dealer in Tobacco, corner Commerce and Laurel Streets.—The tobacco trade in the United States is one requiring an enormous capital, and giving employment to thousands of hands. Each year this aggregate swells to greater figures, and it is now one of the leading industries. In Bridgeton the manufacture of cigars is justly regarded as an interest of considerable importance, and conducive in no small degree to the industrial and commercial thrift of the community. The enterprise manifested by manufacturers here and the high esteem in which their products are regarded wherever sold, has given to this city a prominence as the headquarters for fine cigars in this section of the State. The largest manufacturer and dealer in the city, and probably in South Jersey, is Mr. Jacob Mengel, who occupies the convenient building at the corner of Commerce and Laurel Streets.

The house was established by the present proprietor in 1864, with a small capital, and has been built up to the present proportions by his untiring industry and the excellent goods manufactured. The factory is in the second story of the building, and has dimensions of 24x70 feet, in which he employs an average of fifteen hands. He annually manufactures about 1,000,000 cigars, nearly all of them being of his own special brands, and by him copyrighted. These goods have a wide sale and have secured a permanent reputation for superiority wherever introduced.

His salesrooms are located on the first floor, in the most desirable location in the city. It has a front of 24 feet and a depth of 40, and is well arranged and largely stocked for both a wholesale and retail trade. Here is kept his own excellent make of cigars, and whatever brands of other manufacturers that meet with special favor with his patrons. There is also a full line of smoking and chewing tobacco, as well as smokers' goods of all kinds. During the past year the business of the house has increased fully thirty-five per cent., which sufficiently evidences the quality of goods kept in stock.

Mr. Mengel, the head of the enterprise, was born in Germany, and possesses much of the knack and push common to the people of that country. He has resided in this city for twenty-three years, and by energy and application to business has built up a flourishing and lucrative trade which will compare favorably with that of any contemporaneous establishment engaged in the same line in this section of the State, while the reputation of the cigars bearing his trademark for reliability, uniformity and general excellence, cannot be surpassed.

**Baum Shirt Manufactory**, A. F. Baum, Proprietor, 17, 19 and 21 Broad Street.—It is only when making the careful review of each individual establishment engaged in promoting the commercial interests of this city that one is most forcibly struck with the magnitude, importance and success of many enterprises which make but little show to the superficial observer. As an illustration of the verity of this statement, we feel at liberty to call attention to the house of Mr. A. F. Baum, known far and near as the Baum Shirt Manufactory. The manufacture of shirts upon a large scale has become one of the important industries of the country, the above establishment being the largest concern of the kind in South Jersey. This enterprise was started in 1877 by Mr. A. F. Baum, in rather a small way, but by judicious management has been increased to the pre-

sent proportions. He occupies the large three-story building at 17, 19 and 21 Broad Street, where he has 7,500 square feet, well arranged and provided with all the facilities for the proper conduct of the business. He manufactures shirts and drawers of all kinds to the number of 285,000 annually, and as high as six hundred dozen per week have been made and shipped. He employs one hundred hands in the building and three hundred outside, and pays out about \$25,000 per annum for labor. His trade has increased to such proportions that even this large number of hands were inadequate for him to meet it, and the past winter he established a branch at Allentown, where help was plenty. Mr. Baum has introduced a patent bosom shirt that is novel in construction and will doubtless prove a decided success. This improvement has a loose bosom and does away with all binding, thus making it easier to laundry. It is stitched in the middle, and is believed that it will wear much longer and remain in better condition than the old style. Mr. Baum, the enterprising head of this growing concern, is a native of Central New York State, and came to this city to start the present industry. He is polite and attentive to business, an agreeable gentleman, and as a manufacturer of shirts his services will be in demand by those who desire ease and comfort in that article indispensable to a well-dressed gentleman—the shirt.

**Burroughs & Mixner**, Wholesale and Retail Dealers in Grain, Grass Seeds, Flour, Feed and Coal, 13 West Commerce Street.—The business is a most important one in any community, it enabling the farmer to promptly find a market for the grain he produces and at the same time furnishing him or others with the essentials of every-day life. No concern in Bridgeton in this particular line is more worthy of notice than that controlled by the firm of Burroughs & Mixner, who are engaged as wholesale and retail dealers in grain, grass seeds, flour, feed and coal, and located at 13 West Commerce Street. It is one of the heaviest grain houses in the county and in their business capacity are brought in contact with a large number of farmers. The house was established in 1865 by Blew & Mixner, subsequently changed to Brooks & Mixner, and since 1868 controlled by the present firm. They possess ample facilities for transacting the business in all its departments, having storehouses conveniently arranged for handling large amounts of grain and extensive yards for the storage of coal. The firm last year shipped about 40,000 bushels of grain and are continually receiving large amounts from the farmers of the surrounding country. In flour, feed, grass seeds and coal, they have on hand a sufficient quantity to meet the demands that may be made upon them, guaranteeing in every particular to provide the best the market affords. The copartners are Charles D. Burroughs and Elmer H. Mixner, both active, wide-awake and experienced men, thoroughly conversant with all the details of the business. Possessed of ample means, they have always a large and well-selected stock in store and their straight and liberal manner of dealing has brought them a widely extended trade. Mr. Burroughs was born in Pittsgrove, Salem County, about sixty years ago, and has been in this city twenty-eight years. He was formerly engaged in the milling business, and has filled the office of Assessor and Surveyor of the Hightway. Mr. Mixner is a native of this county, forty-two years of age, and has been a resident of Bridgeton fifteen years.

**Getsinger & Allen, Manufacturers of Window Glass, South Laurel Street.**—In a careful review of each separate establishment engaged in the manufacture of glass in this city, it would be impossible to overlook the extensive works of Getsinger & Allen, which, with their product and the enterprise displayed, are entitled to rank with the foremost in the country. This concern was started in 1879 by the present proprietors, who have increased their facilities over those of the past two years by the erection of another factory in 1881. The plant of the works are located on South Laurel Street and cover an area of ten acres, and consist in part of ten furnace buildings, in dimension 76x176 feet and 52x80 feet, and a building 20x90 feet, and five others in use as packing, cutting, flattening rooms, etc. Here are employed twenty skilled workmen, to pay whom a monthly disbursement is necessary to the amount of \$4,500, and here also will be found the best machinery and appliances yet devised for the manufacture of a superior quality of glass, double and single strength, ranging from the smallest sizes to the largest dimensions. They have in use an engine of fifteen-horse power and one boiler. The individual members of the firm are J. E. Getsinger and W. H. Allen, both well-known gentlemen in connection with the great staple industry in which they are so successfully engaged. The demand for the product of this house is large and active, extending over the entire United States, and the annual business amounts to \$125,000. Among the Bridgeton firms engaged in the glass industry, no house occupies a more honorable position than that of Getsinger & Allen, and none surpass it in a liberal, prompt and reliable business policy, to which, with its excellent quality of product, is owing the prosperity of the concern and the esteem with which it is regarded. Mr. Getsinger is a native of Port Elizabeth, Cumberland County, and a practical man to the business. Mr. Allen is a native of Salem, N. J. Mr. J. R. C. Thompson fills the responsible position of bookkeeper for the firm.

**J. Bailey & Son, Poultry, Eggs and Game, 10 and 12 South Laurel Street.** The geographical position of Bridgeton makes it the centre of a very extensive trade in the above specialties, it being surrounded by a farming class who give no little attention to the raising of poultry and eggs, while the whole territory hereabouts is abundantly stocked with game. To meet the requirements of this trade, peculiar only to cities so located, large houses are necessary, as well as every facility for the speedy transfer of goods from this point to the consuming markets of New York and Philadelphia. With the railroads leading out of the city, direct to the above points, the trade is accommodated as is necessary and the business thereby has been wonderfully stimulated. The leading house in the line is that of Jacob Dailey & Son, who are located at 10 and 12 South Laurel Street. The business was established by the senior of the present firm in 1865, at that time in a very modest manner, capital and facilities being of the smallest and prospects for success not the brightest. Thoroughly impressed that with proper effort the trade could be secured, he determined to surmount all obstacles and after the first year the business was placed on a firm basis. Each returning season witnessed the trade growing larger, until at the present time it is the largest in the county and requiring an area of 22x60 feet to properly handle it. They purchase poultry and eggs at all seasons and possessing superior shipping facilities

direct to the large markets, they are able to offer the highest prices and to receive all that is consigned them. Raisers of poultry have found them to be gentlemen of reliability and integrity and in every way desirable to have business connections with. The firm now comprises the founder, Mr. Jacob Dailey, and his son, J. Frank, who entered the business in 1870. The former was born in Philadelphia in 1824 and came to this State when he was but two years of age. J. Frank Dailey was born in Cumberland County, in 1847. With sufficient capital to control their trade and a thorough knowledge of the business and the requirements of the public, they will doubtless in the future enjoy still greater prosperity than has ever been accorded them in the past.

**D. B. & W. C. Whitaker, Contractors and Builders, Steam Saw and Planing Mill, Lumber, Coal and Brick Yard, Cohansey Street.**—In expatiating upon the industries of Bridgeton we should deplore omitting some mention of the well-known house of D. B. & W. C. Whitaker, who have long been engaged as contractors and builders and proprietors of the steam saw and planing mill, lumber, coal and brick yard, on Cohansey Street. In the collective capacity these gentlemen are the heaviest dealers in their line in South Jersey and have a reputation for business integrity and promptness extending over a wide extent of country. As contractors and builders they are able to erect buildings of any size in the shortest order and with the many facilities they enjoy at probable, more satisfactory prices than can be given by any other firm in the city. Many of the handsomest business houses and dwellings of Bridgeton and vicinity have been built by them, and the excellent manner in which the work was done is sufficient evidence in this direction. The mill property consists of a large building 35x100 feet in dimensions and well furnished with all the ingenious machinery of recent inventions and driven by a steam-engine of thirty-horse power. They manufacture all kinds of mill work, such as sash, blinds, doors, window frames, mouldings, brackets, stair railing, newel posts, etc. Scroll sawing, carving, shaping and fitting, etc., in all kinds of wood, such as maple, walnut, ash, oak, pine, etc., in any style and designs, and supply all materials for building and ornamental purposes and have gained a reputation for substantial and fine work not surpassed by any similar establishments in this section. Their well-stocked lumber yard not only provides them with the material for their own manufacture, but for the general trade, they keeping in stock a full assortment of all kinds common to the needs of the general builder and including walnut, ash, cherry, poplar, pine, hemlock, spruce and hardwood lumber, as well as a general variety of flooring, laths, shingles, etc. In brick they keep on hand a good assortment of Chester brick, which are hard and will not crumble as many brick. Also No. 1 paving brick, dark and medium stretchers, hard and salmon brick, pressed brick for fronts, ranges and chimney tops. They are also general dealers in Schuylkill and Lehigh coal. All the coal handled is selected with care and is prepared expressly for family use and is well picked and screened before being weighed for delivery. Their location is one of the best in the city, their property extending from Cohansey Street on the east to the creek on the west, which affords them with a landing for the receipt of any material. In the various departments there are employed from ten to thirty hands, as the demands of the season require. Both mem-



bers of the firm are natives of Cumberland County and have long been engaged in the present business. They are gentlemen highly esteemed, both in business and private circles, and have a number of times held positions of honor in the city government. The firm is a representative one in its line of business and enjoys the confidence of a large and substantial patronage, which it has gained by the reliable and satisfactory manner in which all contracts are filled. No firm in South Jersey are better able to execute contracts for buildings than the gentlemen named, as they possess in their business all the essentials for its full completion.

**J. Howard Loper**, Manufacturer of Carriages, Buggies, Spring Wagons, etc., corner Commerce and East Avenue.—It is particularly the forte of this work to show the energy and enterprise of a community, as is manifested in the business men, and to faithfully portray the advantages and facilities of this particular section, either as a manufacturing or mercantile centre. When there is some special reason of enterprise, or when a business man has risen from the slightest beginning to a reasonable degree of prosperity, it is the intention to make some special mention of it, as it shows what can be done by energy and perseverance when coupled with business tact and management. In this connection we wish to call attention to the carriage and wagon works of Mr. J. Howard Loper, located at the corner of Commerce Street and East Avenue, who four years ago commenced operations with no other capital than the determination to succeed. He occupies a building twenty feet square, which is now well supplied with the appliances to facilitate the manufacture of his specialties. He is engaged in building carriages, buggies and spring wagons, and has turned out many specimens of his workmanship. He employs three men, and makes a specialty of steel forgings. Mr. Loper was born in Deedfield, this county, in 1847, and is well acquainted with his business. His carriages and wagons are made of first-class material, and finished in the best manner. His trade, while principally local, has become spread abroad. Several of his make of wagons having been shipped to other States. He is a hard-working business man, and well deserving the success that he has so rapidly attained.

**Francis R. Fithian**, "Lakeview" Nurseries and Seed Farms, Irving Avenue.—The largest enterprise of this kind in South Jersey is located within the city limits of Bridgeton and are widely known as the "Lakeview Nurseries," Mr. Francis R. Fithian, proprietor. He first commenced the business in Philadelphia, in 1872, removing to this city in the Centennial year and occupies the desirable location on Irving Avenue, adjacent to the beautiful East Lake, from which it derives the name of Lakeview. His grounds are ample, handsomely laid out and provided with every facility for the business and are divided into three departments—nursery, green-houses and the seed farm. He produces flower seeds, vegetable seeds, trees, vines, plants, flowers, shrubbery, roses, etc., and during the past year the business has increased fifty per cent., now amounting to \$10,000 and extending over the entire Middle States. His list of seeds combine all varieties for either the lawn, garden or field, and are warranted to be the best. His trees, plants and vines have been grown with the greatest care and superior in their strength and reliability. Of apple trees he has thirty-two varieties;

crab apples, ten; cherries, twenty; pears, twenty-five; plums, fifteen; currants, seven; strawberries, twenty; shade trees, fifty; evergreens, twenty-five, and flowering shrubs, twenty-five. His variety of vegetable seeds are equally numerous. Mr. Fithian was born in Bridgeton in 1855 and is a young man of enterprise and business tact. Bred to the business, he has closely studied the principles of the growth of fruit and vegetables and has applied them in the most scientific manner to the production to which he devotes himself.

**T. Andrew Hewitt**, Clothing, Gents' Furnishing Goods and Raw Furs, 26 and 28 West Commerce Street.—One of the prominent houses now doing business in this line of trade is that of Mr. T. Andrew Hewitt, at Nos. 26 and 28 West Commerce Street. This clothing house was established about twenty-five years ago by Mr. Joseph Burt, and has proved during its existence to be one of the most popular and best patronized of any in the city. The store is large, with a front of thirty-two feet and a depth of one hundred and ten feet, and arranged within in the most systematic manner. The business is subdivided into four departments, men's youth's and children's clothing and a merchant tailoring department requiring the constant attention of ten employees. A specialty is made of superior merchant tailor-work, and the best workmen only are employed. The ready-made clothing department is well provided with a full variety, including good goods made up in a thorough manner, and in the last styles. There is also a full and desirable assortment of gent's furnishing goods, etc. He is a purchaser of raw furs, and deals extensively in these articles. Mr. Hewitt is a native of Philadelphia, and for twenty-two years has been a resident of this city. He has been engaged in the present business since 1869, and his trade is at the present time in a more prosperous condition than ever before. Both socially and among business men Mr. Hewitt occupies an excellent position in the estimation of all.

**John M. Elwell**, Livery Stable, 38 Broad Street, West Side.—The livery business of this city is of no little importance, and calls into use a large amount of capital and the time and energies of several of the best citizens. One of the oldest established stables is that of Mr. John M. Elwell, located at 38 Broad Street, in that portion of the city commonly known as the West side. He commenced business about thirty-two years ago, on Atlantic Street, where he remained until 1875, when he removed to the present desirable location. He has well-fitted and arranged stables and wagon houses, and in its present condition is one of the best systematized yards in the city. His stock consists of seven head of driving horses and twelve wagons, all of which are in the most thorough condition. He employs a capital of \$2,800, and notwithstanding that several competitors have recently started, his business still retains its prosperous and satisfactory condition. During Mr. Elwell's continuance in the trade he has witnessed a marked change in the demands of the public, that now requires the finest and choicest turnouts. He is the proprietor of an omnibus line, that meets all trains and conveys passengers to any part of the city. He is one of Bridgeton's most respected citizens, active and zealous in promoting any improvement that may add to her resources. He was born in this county, and is in his seventy-fourth year.

**O. E. Peck**, Surgeon Dentist, 22 East Commerce Street, second floor.—The surgeon dentist occupies a position of no little importance and in his professional capacity he ranks next to the physician in administering to the necessities of a community. The leading dentist in this city is Dr. O. E. Peck, a gentleman who has been engaged as a practitioner of dental surgery, with singular success and distinction, for several years. His rooms are located on the second floor of No. 22 East Commerce Street and consist of two large rooms and laboratory, each fitted with the requisites of the profession. The reception parlor is handsomely furnished and provided with everything for comfort and ease. His operating-room is fitted with all the modern appliances for making the extraction of teeth as easy an operation as is possible, while the facilities, of which he makes a specialty, cannot be excelled. The manufacture of teeth and their mounting upon any of the popular metals or compositions, has been a study with Dr. Peck, who thoroughly guarantees all work that emanates from his hands. Dr. Peck was born in Michigan and after having spent a greater part of his life in New York State, came to Bridgeton about ten years ago. His experience, though comparatively a young man, is extended and he is ripe in the knowledge of his chosen profession. Those requiring the aid of a skillful surgeon in dentistry will find him thoroughly conversant with the business and abundantly able to give satisfaction in every case. As a private citizen and enterprising gentleman he is well regarded.

**East Lake Woolen Manufacturing Company**, Office and Works, East Commerce Street.—As a source of supply for every kind of manufactured goods and variety of necessary articles, the city of Bridgeton will be seen to possess advantages and facilities to meet the wants of the country equal to any city of the size. Among the leading industries centered at this point that of the East Lake Woolen Manufacturing Company, manufacturers of woolen goods, of cotton-warp cassimeres, are known far and near for the excellent quality of their productions. The company was incorporated by special act of the Legislature of New Jersey and organized in April, 1866, with a paid-up capital of \$100,000. The works are located at the east end of the city, on East Lake, from which they derive the water used for finishing and dyeing, filling and supplying the steam boilers. The main building is three stories high, with basement, 130x43 feet in dimensions and built of brick and stone. Boiler-house and dry-room, 47x27 feet; fire-proof brick picker-house, 55x24 feet; store-house of frame, 33x24 feet; dye-house and mill room, 73x24 feet, and pump-house, 25x20 feet. The mill is what is known as a five sett mill, with self-acting mules, seventy-five looms, and employs 125 hands, to whom are paid \$600 per week in salaries. There are two engines of 125-horse power each and the necessary boilers for providing power and heat. Throughout, the mill is supplied with the most approved machinery and the productions include the best grades of woolen and cotton-warp cassimeres. The annual amount of business reaches \$200,000 and is all shipped to New York City, and from that point distributed over the United States. The officers of the company are: Robert Dubois, President; Jonathan Elmer, Vice-President; Charles S. Fithian, Secretary and Treasurer, and the following Board of Directors: Robert Dubois, Jonathan Elmer, Charles S. Fithian, Robert C. Nichols, H. J. Mulford and James H. Nixon.

During the entire history of the works, the demand for the goods manufactured has been so uniform that they have been running continuously since the first, with the exception of six months. It is palpable that with the products of the concern and the general policy of its management, it must meet with the hearty approval of the public, otherwise a success so well assured would be impossible, and Bridgeton fail to possess a company that reflects the highest credit upon the city and its enterprises.

**The Diamond Packing Company**, Canned Fruits and Vegetables, foot of Eagle Street.—Prominent among the various industries which make up the general sum total of this city's material wealth and general prosperity, may be mentioned the manufacture of canned goods, which is extensively carried on by a number of firms, whose products will aggregate a very considerable sum. One of the most extensive in this line of business is that conducted by the Diamond Packing Company, Mr. John H. Poole, manager. This enterprise was started by the present firm a number of years ago and has been conducted successfully ever since. The works are located at the foot of Eagle Street, on the Cohansey, and consist of five buildings, well furnished and supplied with all necessary facilities for the canning of goods of every kind. They have a fifteen-horse power engine and a boiler of sixty and give employment to two hundred and fifty men, women and children, to whom they pay during the season many hundreds of thousands of dollars. This company are packers of all kinds of fruit, vegetables, sauces and catsups, and have a capacity of about 1,000,000 cans annually. They are packers of the celebrated "coreless tomatoes," which have such a world-wide reputation, and their goods are shipped throughout the United States and some portions of Europe. The firm is composed of Messrs. C. N. and J. A. Selser, and G. W. Turner, all of Philadelphia, and J. H. Poole, of this city. Mr. Poole was born in Delaware, and came to Bridgeton in 1847. The goods packed by this company are widely known and generally esteemed for their excellence, and their trade-mark is a sufficient guarantee to the consumer that he is receiving the best in the market.

**S. Edwards**, Florist, Irving Avenue.—There is probably no single instance in Bridgeton that more clearly illustrates what may be secured by close application and energy, coupled with a thorough knowledge of the business, than in the case of Mr. S. Edwards, who is now extensively engaged as a florist. He commenced operations in this city as a laborer, and in 1871 engaged as a florist. He had scarcely any capital, but this did not appear to discourage him as he believed the general public would patronize an enterprise that was conducted in the most thorough manner. The grounds are located about a half mile from the built-up portion of the city, and during pleasant weather are much visited, particularly during the summer season, when it is the most inviting place to spend an hour within easy reach of the city. He has about 17,000 square feet of glass and several green-houses that are literally stocked with attractive and rare flowers. He is a very extensive dealer in cut flowers, and has a large trade in Philadelphia where his productions are well known and particularly sought after by the fashionable world. Many of the most prominent events in that city, in the way of balls, banquets, weddings, etc., have been supplied with flowers and

decorations from Mr. Edward's place. The houses are all heated with hot water pipes, and in their internal arrangements they will compare with any in the country. Mr. Steen Edwards was born in Copenhagen, Denmark, and came to the United States in 1840. Generally respected by all with whom he is acquainted he is to be congratulated upon the very marked success he has secured.

**Ware & Ernest, Fertilizers, Coal, Wood, Paints and Agricultural Implements, 72 South Laurel Street.**—In the city, surrounded by an agricultural community, the above business is one of considerable importance and requiring no little energy and enterprise. The production of agricultural machinery has made wonderful revolutions in farming, every farm being now supplied with these essentials. Being the county seat of Cumberland County, Bridgeton has located within her midst several enterprising business men, who deal in the above goods, prominent among the number being the firm of Ware & Ernest. The business was established by Mr. F. Danzenbaker in 1873 and came into the hands of the present proprietors in 1876 and since that time the business has gradually increased until it now amounts to \$35,000. They occupy nearly a half acre of ground, with ample buildings and shed-room for the storage of stock. They are general dealers in fertilizers, coal, wood, paints and agricultural machinery and carry a stock in value about \$6,000 to \$8,000. They are the special agents for the well-known Champion reapers, that have a standard reputation wherever used. The stock of agricultural implements embraces all the improved utensils now in use by farmers and they are the agents for many special makes. Their shedding for coal will house one thousand tons, enabling them to purchase large quantities at once and to take any advantage there may be in the market. They employ from five to six men and are at all times prepared to meet any demand that may be made upon them. The junior of the firm, Mr. Jacob Ernest, was born in Germany and has been a resident of this city for many years. He has been called upon to fill several city offices and when placed on his party ticket always receives the support of a large number of the opposite party, a fact that well speaks his ability and popularity. Mr. Joseph M. Ware is a native of Bridgeton, and a gentleman widely esteemed and respected.

**Edward P. Lupton, Brick Manufacturer, near Water Street, West Side.**—It is not generally known that within the immediate vicinity of this city there is to be found some of the best sand and clay in the State and for some purposes no better anywhere. The sand is considered preferable for the manufacture of glass to any that has so far been discovered in New Jersey, as the glass made therefrom is much stronger and better adapted for bottles that are to have rough usage. This bed is located on the farm of Mr. Benjamin Lupton, who last year furnished 5,000 tons of the sand for glass manufacture. There is also equally good clay on this property, much of which is now being utilized by Mr. Edward P. Lupton, who is engaged in the manufacture of brick. The brick yard was established in 1854, by Benjamin Lupton and by him conducted for twenty years and until succeeded by the present proprietor. He manufactures and keeps on hand at all times a full stock of salmon, hard, stretchers and paving brick, made from this superior clay for which this farm is noted. Mr. Lupton employs twelve hands and annually

manufactures from 300,000 to 500,000 brick. Mr. Lupton has the business under his immediate control and having a thorough knowledge of the trade in all its branches, is willing to guarantee his manufactures equal to any in this line.

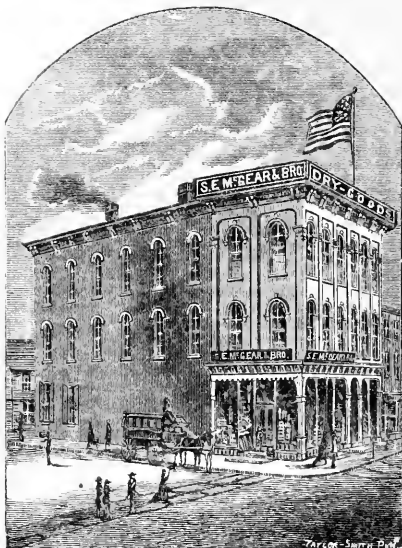
**Norton L. Paullin, Steam Saw and Planing Mill and dealer in Lumber, etc., on Cohansey River.**—One of the heaviest lumber dealers in this county is Mr. Norton L. Paullin, whose extensive yards and buildings are located on the Cohansey River, between Commerce and Broad Streets bridges. The business includes the lumber trade with a planing mill for the manufacture of sash, doors, blinds, mouldings, etc. The yard occupies nearly an acre and a half of ground and is well stocked with a carefully-selected variety of lumber, generally obtained in first-class establishments of this character. The planing mill is a capacious two and a half-story structure, which is thoroughly equipped with all the necessary machinery and appliances for the production of prompt and perfect work, for which it has so long been celebrated; the motive power is supplied by a forty-five-horse power engine and forty-eight-horse power boiler. About eight skilled hands are constantly employed in the various departments and the work produced here will compare with any in South Jersey. The trade is large and is distributed throughout the city and county. The mill was established about twenty years ago, by Mr. J. G. Medar and about fifteen years ago Mr. Paullin purchased the property and with the exception of eight years, when it was controlled by Paullin & Conner, he has continued the business alone. Under his management the business has grown to the present large proportions, which are not exceeded by any firm in the county. He is fully prepared to furnish at the shortest notice nearly all things necessary in the erection of buildings and at the lowest possible prices. Mr. Paullin is a native of Cumberland County and fully deserves the success he has now. He enjoys an enviable reputation for promptness and reliability and is greatly esteemed for his excellent personal qualities.

**Joshua Bates, Merchant Tailor, 44 East Commerce Street.**—The people of Bridgeton and surrounding country are particularly fortunate in having in their midst Mr. Joshua Bates, one of the best tailors in this section of the country, for in him they will find a servant ever ready to cater to their needs and demands. Mr. Bates established this industry about 1856 and now occupies two stories of the building at No. 44 East Commerce Street, where he has been located for fifteen years and prosecuted the business in a creditable and satisfactory manner. He employs from four to ten hands, a fact that will give an idea of the popularity of his clothing and the amount of trade he enjoys. The store is in dimensions 13x64 feet, and here is to be found a large assortment of imported and domestic cloths and cassimeres, suitings, vestings and everything desirable or obtainable in the trade. Particular attention is given the fitting and cutting of goods, while the trimming and finishing of suits are done in a manner that cannot but commend them to all under whose notice they may be brought. Mr. Bates keeps abreast with the styles and demands of the period and takes great pride in the quality and appearance of the clothing he turns out. He is a native of Burlington County, N. J., and has resided in this city over a quarter of a century and is now the oldest established house in this line.

**S. E. McGear & Bro.,** Dry Goods, corner of Commerce and Laurel Streets.—In overlooking the mercantile field in this city we find that in the trade of dry goods a signal success has been achieved and that the annual business in this direction has grown, especially during the last decade, to proportions which should

with the wants of a large and appreciative patronage.

This house was established by the present firm in 1855 and from the modest proportions of the early days has grown to an annual business of over one hundred thousand dollars with a patronage from Cumberland, Salem, Atlantic and Cape May Counties. The individual members of the firm are S. E. and F. M. McGear, gentlemen who have grown up in the business and thoroughly understand its every detail. The house occupies in all respects a commanding position in South Jersey and is in a condition to afford buyers all the advantages that result from a clever combination of skill and capital.



be fully recognized in this work. Of those who have distinguished themselves in this vocation, we are under obligations to note the firm of S. E. McGear & Bro., as having had no small share in the development of trade in this department. Their handsome store, a view of which is given, is located at the most central point in the city, the southwest corner of Commerce and Laurel Streets and is one of the architectural adornments of Bridgeton. No situation is more desirable for trade purposes, it being opposite the leading hotel and post office and at the junction of the prominent business avenues. The building is of pressed brick, three stories in height and that portion occupied by this firm having a front of twenty-three and reaching back a depth of one hundred and thirty feet. In connection with another floor the store is one of the largest in the State, south of Trenton, and requiring the employment of sixteen hands, many of them long with the firm. An immense stock of dry goods of both foreign and domestic manufacture and a full line of that class of goods termed notions is always carried, a specialty being made of silks, in which as regards extent and variety of assortment is not equaled by any other house in this section. The interior arrangements are such as to afford every facility for customers to make examination of stock and to assist them in purchasing. About the premises a general and thorough system is at once apparent, giving evidence of business ability and a perfect familiarity

**City Hotel,** Francis Lightcap, Proprietor, corner Broad and Franklin Streets.—The only hotel in West Bridgeton, and best located for those having business in that section, is the well-known City Hotel, now under the efficient proprietorship of Mr. Francis Lightcap. Delightfully situated at the top of the hill, on the corner of Broad and Franklin Streets and opposite the court house, it is a favorite stopping-place for those in attendance at the county courts and many traveling men. The building is all frame, having long piazzas on Broad Street, and in appearance comfortable and inviting. Since Mr. Lightcap has become proprietor he has fitted up the entire hotel within, and it now provides its guests with as comfortable beds as can be secured at any hotel in the city. The sleeping-chambers are light and possessing thorough ventilation with hair-mattress beds and clean linen. Particular attention is given to the culinary department and the table is provided with all the season affords. The bar is stocked with the choicest wines, liquors and cigars, and is under the charge of an experienced and polite attendant. The terms are moderate, that for transient guests being from \$1 to \$2.50 a day, while permanent boarders secure rates much below this. In connection with the house there is first-class stabling for horses. An omnibus meets all trains. Mr. Lightcap has had many years' experience in the hotel business, and is a gentleman well calculated to make the City Hotel a first-class house.

**Cumberland National Bank,** East Commerce Street.—In rendering a brief account of the monetary institutions and the financial advantages enjoyed by community, we are led to give more than passing attention to the Cumberland National Bank, as an organization specially founded for the purpose of actively promoting the industries of Bridgeton, as well as to the attainments of that profit to which capital is entitled. It appears that before the establishment of this institution it was impossible for the merchant, the manufacturer, the trader and others, embraced under such general captions, to obtain the pecuniary assistance which the growing development of business demanded and of which, as a matter of wise, enterprising and progressive policy, they were justly deserving. To obviate this state of affairs then became a matter of serious consideration in the minds of many of the prominent citizens, a number of whom, taking action in the matter, organized the above bank, in 1816, under the State law, with a capital of \$50,000, which has been increased from time to time, and is now \$150,000. The Cumberland Bank is the only insti-

tution of the kind not only in this city, but for a rich and populous section round about, as well as for the large oyster interest for which Cumberland County is noted. The deposits are over \$600,000 and the surplus is \$75,000. The executive officers are Charles E. Elmer, President; William G. Nixon, Cashier; Henry B. Lupton, Assistant Cashier, and F. M. Riley, Teller. The bank building is located on East Commerce Street and is a conveniently and well-arranged two-story building.

**Carll & Allen, Contractors and Builders,** Commerce Street, opposite East Lake.—In a thriving and important town, such as is Bridgeton, the business of the contractor and builder is one of no little importance and has called into the industry men of push and enterprise, among the number being the firm of Carll & Allen, who are located on East Commerce Street, opposite East Lake. These gentlemen began business in 1871 and early in their career were compelled to meet the stagnation in business brought about by the panic of 1873. But good management preserved them from the gulf that swept away so many of the business men and when trade revived and with a demand for buildings in Bridgeton, such as had never been known before, they were in excellent condition to meet the return of prosperity and at once sprung into popular favor as first-class and thorough builders. These gentlemen are prepared to furnish estimates and contract for the construction of any desired style of dwelling, business block, church edifice, public or private buildings in the most thorough and workmanlike manner and at the most reasonable rates. Many of the largest and best-constructed buildings in Bridgeton were erected by this firm and are now the heaviest contractors in the city. They are both practical mechanics and are thoroughly conversant with the various departments of the business. The copartners are Robert B. Carll and Joseph W. Allen, the former a native of this county and the latter of Salem County. During the past ten years their business has greatly enlarged and they now employ from ten to twelve hands. They are enterprising business men and enjoy the confidence and esteem of all with whom they are brought in contact.

**Mrs. S. F. Peck, Millinery and Notions,** 22 East Commerce Street.—The rapid growth of Bridgeton has stimulated trade in all branches, and the past few years has witnessed many changes in established houses. One of the most notable cases is that of the well-known establishment of Mrs. S. F. Peck, who occupies the leading position as a dealer in millinery and notions. The house was established in a modest way in 1870 by Mrs. R. Finlaw, who, two years later, disposed of her entire interest to the present proprietor. As trade increased, more extended facilities were provided, and she lately removed to the desirable store at 22 East Commerce Street. It has a front of fourteen feet and extends back to a depth of eighty feet, in which a large and general assortment of millinery, fancy goods and notions, are always displayed. The prominent feature is the millinery department, where may be seen at all times a general varied line of seasonable and fashionable millinery of the latest Parisian, London and New York styles, beautiful in their arrangement of feathers and flowers, beautiful and delicate to look upon. Those who may desire to have these articles made to order from any special style, or in any particular manner can be accommo-

dated, as a number of experienced and skilled attendants are always engaged in this department during each season. The line of fancy goods and notions embraces all that are common to these specialties. Her millinery business during the two or three years past, has wonderfully increased, and is now the largest in the city. Mrs. Peck is a native of New York, and has been a resident of Bridgeton ten years.

**David W. Laning, Manufacturer of Blacksmiths' Drills, Verandas and Fencing, Vessel Windlasses, Chucks, etc.,** Depot Street near W. J. R. R. Depot.—Among the enterprises here located that have added no little to making Bridgeton a desirable centre, is that of Mr. David W. Laning, general iron-founder. The plant of his works are located on Depot Street, adjoining the West Jersey and Cumberland and Maurice River Railroads Depot, thus affording very superior facilities for shipping to any point the productions of its works. It comprises two buildings, the main structure being of two stories, 45x50 feet, and the other of one story and the same dimensions. He manufactures blacksmiths' drills, iron verandas and fencing, vessel windlasses, chucks, plow castings, of various patterns, and all kinds of castings generally. His business is growing and during the past year amounted to \$15,000, with every indication that during the present it will increase fully fifty per cent. The works employ twenty hands, and with the increase of business this number will be enlarged. The works were established thirteen years ago, but it has been only during the recent years they have been running steadily. The head of this enterprise, Mr. D. W. Laning, was born in Fairfield Township, this county, seventy-two years ago. He has been in the iron trade, as clerk, manager and proprietor, for about fifty years, the greater part having been spent in Philadelphia.

**Singer Manufacturing Company,** Charles A. Erdman, Manager, 30 South Laurel Street.—The Singer Manufacturing Company was the first to manufacture a sewing machine that would do all kinds of sewing and perform its task with the least difficulty in its operation. Since the days of its invention new and valuable attachments and improvements have been made, until to-day it is regarded as one of the most perfect machines in the market. So universally and favorably known is this machine, that they are now used in every civilized country on the globe, with an aggregate manufacture in 1881 of over 500,000. The company's office in Bridgeton is located at 30 South Laurel Street, and under the efficient management of Mr. Charles A. Erdman. He has built up a large trade, which has increased at the rate of twenty per cent. annually. The salesroom is admirably situated, occupying a store 24x64 feet in dimensions, in the new Opera-house building. He annually disposes of from 250 to 300 machines, many of them being sold on lease and by the installment plan, a system adopted by the company that is an admirable feature in its business methods and one that commends itself to every thoughtful, considerate person. This office controls the Counties of Cumberland and Cape May and has connected with it ten salesmen. Mr. Erdman, the manager, is a native of Philadelphia, where he was born in 1850. He has been engaged with the Singer Company for eight years and is a capable, thoroughly efficient gentleman in whom the company recognize a faithful officer and one by whom the public interests will be well served.

**F. M. Lewis**, Watchmaker and Jeweler, 7 South Laurel Street, next door to Post Office.—In the various branches of retail business pursued in this city, that of jewelry is one of the most important, both as to the extent of the capital invested and in the ability of our jewelry establishments to supply everything pertaining to the trade which may be desired by a cultivated and critical community. Among the number the house of Mr. F. M. Lewis occupies the very foremost position and is one of the finest establishments in this section. It was founded more than a quarter century ago, by a gentleman named W. H. Thompson and about five years later the present proprietor succeeded. For ten years he conducted the business in an old building where the present one is located and when the new one was finished in 1871 he occupied it. He has a handsome store, which is well fitted throughout with every requirement for the convenience and pleasant transaction of business and has an attractive and beautifully-arranged show-window. During the proprietorship of Mr. Lewis he has not only built up a large trade, but also a reputation for reliable goods at reasonable prices, which each year becomes more appreciative to the public and results in a trade reaching a large amount annually. A full and well-selected stock of goods is always displayed, suited for use or ornamentation—presents appropriate for weddings, birthday or holiday gifts and indeed for any special or extraordinary occasion. The stock embraces an extensive and choice variety of clocks, gold and silver watches, diamonds, solid and plated silverware, chains, rings, charms, etc., etc., a specialty being made of watches and the Arundel tinted spectacles. As a house at which to make selections in jewelry, this may be placed as the most desirable in Bridgeton. Mr. Lewis is one of the most popular gentlemen in the retail trade of this city and possesses a large circle of friends, who not only patronize his establishment themselves, but do their utmost to increase his trade, knowing that their friends will not only receive courteous attention, but the best goods.

**William H. Mitchell**, Billiard and Pool Parlor, North Laurel Street.—The French game of billiards has doubtless more admirers in this country than in that where it originated, and the industry of the manufacture of tables, has grown to wonderful proportions. In all cities, there are rooms devoted to playing this fascinating game, and it has grown so popular that tables now form one of the necessities in furnishing the residence of our wealthy classes. In gathering information for this work, the writer was led to inspect the billiard and pool parlor of Mr. William H. Mitchell, located in Robbins' building, North Laurel Street, Bridgeton. This is without doubt the most commodious and handsome room devoted to the purpose in the State, South of Trenton, and has been fitted up in all its appointments in a manner most liberal. In dimensions the room is about 50x70 feet, with high ceiling and well lighted and ventilated by twelve windows. It is furnished with six handsome tables, five of them manufactured by the well-known Brunswick and Balke Company, and the other one by Collender. Three of these are for billiards, and three for pool, and are kept at all times in first-class condition. Mr. Mitchell personally supervises the room, and has introduced several commendable rules, which to break, will subject the gentleman to ejection from the building. By maintaining his establishment in a manner that precludes improper or violent beha-

vior, or the use of ungentelemanly language, he has secured for his patrons many of the leading citizens of the town, and won the respect of all. Careful to conduct the business in such a way that the slightest objection on the part of any one is disbelieved of, he has not only secured a large trade, but has been able to remove, to a very great extent, the objections many people have to the playing of billiards. Mr. Mitchell was born at Pennsville, Salem County, this State, in February, 1855, and in 1865 removed to Salem. About two years ago he came to Bridgeton and opened a billiard saloon, which he determined to conduct on a higher scale than usual, resulting in the attraction of the very best trade. In November, 1881, he removed to the present handsome parlor, where has met with continued success.

**William T. Bowen**, House Painter and Paper-hanger, 88 East Commerce Street.—We are now brought to review, in a business way, a gentleman who has, in a practical manner, demonstrated his pre-eminent fitness for the trade and one whose work has ever proven to be his recommendation. Reference is made to Mr. William T. Bowen, now located at 88 East Commerce Street, where he established himself in 1876. His establishment has an area of 20x60 feet and three stories in height, the entire first floor and basement being occupied by Mr. Bowen. He is engaged in the general house painting business and that of paper-hanger and to successfully conduct the latter carries a stock of fancy and plain wall-papers, in variety and quality equaling any house in the town. From the start in business, he commenced with a good trade, which has gradually increased in proportions and last year received more orders than he could fill. In house painting, he is a thorough workman and has executed many large and important contracts. He employs from six to fifteen hands and pays out weekly in wages from \$75 to \$100. Mr. Bowen, the enterprising and active proprietor of this concern, was born in Staffordshire, England, in 1836, and in 1852 came to this country, settling in Bridgeton in 1852. He has seen a very considerable part of the world and spent ten years in the gold mines of Australia and New Zealand. In his experience in that section he has made \$1,000 per day, but the mines, like many other enterprises, are exceedingly uncertain. Mr. Bowen, during his residence in this city, has won the esteem of all, while his success in business stamps him as the right man in the right place.

**W. B. Beebe**, Merchant Tailor, Clothing, and Gents' Furnishing Goods, 52 East Commerce Street.—Among the popular merchant tailors of Bridgeton no one is more capable or competent to cut and make a well-fitting suit of clothing than Mr. W. B. Beebe, who has been engaged in the business in this city since September, 1874. The store is an extensive one, having an attractive front 24x45 feet in dimensions and three stories in height. Mr. Beebe is a practical cutter of many years' experience, and has long been engaged in catering to the wants and tastes of all classes of the community, and has succeeded in giving the highest satisfaction to all, even the hard-to-please and the most fastidious. For some years after opening he confined himself to merchant tailoring alone, but on removing to the present desirable building he added ready-made clothing and gents' furnishing goods. During his years in business he has gained a high reputation for the character of his work-

manship, perfect fit and reliable character of his work, as well as the quality of the stock in the ready-made clothing department. Mr. Beebe was born in this county and is one of the leading citizens of this city; liberal, enterprising and always alive to the interests of the town of his adoption.

**J. H. Elmer,** Hardware and Cutlery, 1 and 3 West Commerce Street.—It is entirely within the province of this work that fair and detailed mention should be made of those establishments that conduct a retail business solely and add, in their combined interest, as much to the resources of a city, as the houses who devote their energies to manufacturing. It is only by mingling the two branches in the one volume that a true and correct impression is made as to the importance of the community under discussion. The retail trade of Bridgeton contains a number of enterprises that are worthy of no little notice in portraying the business interests of the city, prominent among the number being the well-known establishment of Joseph H. Elmer, who occupies one of the old-established locations of the city. This house dates its origin with 1849, when Fithian, Whitaker & Co. began business where now situated and at that time dealing in lumber and hardware. Possessing ample capital for the time the business prospered and continued in the hands of the firm until 1866. The present proprietor, Mr. Elmer, joined the firm in 1854 and in 1866 succeeded to the whole business. He at once discontinued the lumber department and confined his energies to hardware and cutlery, in which he has met with no little success. The building occupied is at Nos. 1 and 3 West Commerce Street and is three stories in height, 28x40 feet in dimensions and admirably arranged within for the attractive and convenient display of the goods belonging to the house. The stock of hardware combines everything belonging to that department of trade and nothing that can in any manner be classed with light hardware has been omitted. Builders' and mechanics' tools are in variety and at prices the lowest. Prominently brought forward by the house is the large and valuable assortment of cutlery, that completes a stock unequaled by any similar establishment in the city. Pocket cutlery and scissors are particularly full and embrace the make of all the well-known manufacturers. From basement to roof the whole establishment bespeaks the thorough business head that guides its affairs and has placed it upon a plane of business integrity and honorable dealing. The source of this enterprise, Mr. Joseph H. Elmer, is a native of Bridgeton and when it is said that he enjoys the respect and esteem of all his fellow-citizens, it is not the idle use of words. He is among the foremost to aid any enterprise that will materially add to the wealth and prosperity of his native city.

**C. H. Gahre,** Manufacturer or Mineral Waters and Wholesale and Retail Dealer in all kinds of Malt Liquors, 35 South Atlantic Street.—The business now conducted by this gentleman was established by Mr. Lewis Gahre in 1847, and by him conducted until 1872, when the present proprietor assumed charge. He is engaged as a manufacturer of mineral waters and wholesale and retail dealer in all kinds of malt liquors and is the only wholesale dealer in the city. In the manufacture of mineral water he has all the facilities for conducting it on a large scale and he bottles large quantities of it for his trade. During the summer season he employs two wagons in the country and one in the city, the former two supplying the

trade that extends throughout Salem, Gloucester, Atlantic, Cape May and Cumberland Counties. He carries a good sized stock of malt liquors and with the facilities at hand he is at all times able to supply all demands made upon him and the superior excellence of his goods has given them an enviable reputation wherever they are known and used. His long experience in this business has made him familiar with the wants of his patrons and he is always able to serve his customers in a satisfactory manner.

**Mrs. H. L. Douglas,** Millinery and Fancy Goods, 43, 45 and 47 East Commerce Street.—One of the handsomest establishments on Commerce Street is that of Mrs. H. L. Douglas, dealer in millinery and notion goods, which has been in existence about nine years. The store is now the largest in South Jersey, devoted to this particular trade, and occupies three buildings, Nos. 43, 45 and 47 East Commerce Street, with a front of fifty-three feet and a depth of fifty feet. This spacious store-room is stocked with a very select assortment of new and fashionable millinery goods, including all the leading styles of ladies' hats and bonnets and trimmings for the same. As fast as these articles are introduced in the large cities, they are secured by Mrs. Douglas, thus keeping her stock up to a very superior standard. Ladies can obtain their bonnets already trimmed or made to order, in either case the utmost satisfaction being guaranteed. Practical milliners are always employed, who thoroughly understand the prevailing styles, and are ready to execute orders with the utmost dispatch. For these goods it is the leading store in the city, and ladies will at all times find that they can secure greater bargains for less money than is common with establishments outside of the large cities. Mrs. Douglas is the special agent for Butterick's Patterns, and for the Staten Island Dyeing House. Within a short time she has doubled the size of her establishment by adding adjoining stores, and it is now the largest in South Jersey. Mrs. Douglas is a native of Boston, and has been a resident of this city for a number of years. She employs seven assistants in the establishment, and her annual business amounts to a large total.

**Read, Parke & Co.,** Manufacturers of Shirts; William E. Rice, Manager, 159 East Commerce Street.—One of the lately-established enterprises of this city is that conducted by Messrs. Read, Parke & Co., who are engaged in the manufacture of shirts at No. 159 East Commerce Streets. Its inception dates with February 6th, 1882, and has now all the facilities for the proper prosecution of the work. There are one hundred and fifty hands employed, to whom are paid an average of five to seven dollars weekly. They are manufacturing about three hundred dozens of shirts weekly, all being of the best class of goods, no inferior goods being made up by them. Their specialty is the Atkinson's celebrated shoulder-seam shirt, which are already well known in the market as being among the best made. As the enterprise grows older the facilities will be enlarged, and fully twice the amount will be manufactured that are at the present time produced. The factory is a branch of No. 401 Appletree Street, Philadelphia. The whole concern is under the management of Mr. William E. Rice, a gentleman well acquainted with the business and a native of this city. He is courteous and obliging, and his efforts will bring the industry to a successful future.

**Smith & Conover,** Carpenters and Builders, and Dealers in Lumber and Brick, Mill Work and Planing, foot of Broad Street.—The contractor and builder fills an important position in a city like Bridgeton, that is yearly adding to its proportions and beauty by the erection of many handsome buildings. Judging by those already ornamenting the streets, the city possesses men who thoroughly understand the business and are able to produce effects that are the most gratifying and cheering. Upon inquiry it is found that the firm of Smith & Conover occupy the leading place in this line and are known throughout the county as gentlemen who have made their special business a study and have succeeded in no little degree. They first commenced business as contractors and builders and for six years conducted that department with vigor and enterprise. In 1881 they added the manufacture of planing mill work and the sale of lumber and brick, locating their business in the old mill property at the foot of Broad Street. Notwithstanding they commenced operations with a very small capital, they now carry a stock of \$7,000, and done a business last year of \$50,000, with every indication that this amount will be greatly exceeded by the present year. In the various departments they employ fifteen hands, thorough and skilled in the special branch and to whom are distributed \$125 weekly. In the mill, the firm manufacture planing mill work of all kinds, a fact that has given them superior advantage in contracting for building. They carry a full stock of lumber in the rough, as well as the various quality of brick. It is safe to assert that no firm in the city are any better able to fill orders for these articles, or will make prices lower for the same quality. The copartnership is composed of Messrs. D. Edward Smith, born in Cedarville, this county, in 1834, and Albert Conover, born at the same place in 1833. These gentlemen are both practical men to their business, having had many years' experience in the carpentering trade before embarking in business for themselves. Many of the handsomest business houses and dwellings in this city have been built by them and they need no further evidence of their ability in this direction than these mute witnesses of their mechanical skill and management. In private life they are respected as thorough gentlemen and good citizens.

**Benjamin S. Ayars,** Canner of Fruits and Vegetables, Water Street, on the Cohansey Creek.—Few towns are more desirably situated for the successful prosecution of the canning business than the city of Bridgeton. It is surrounded by an abundance of land well adapted for the growth of fruits and vegetables and the city itself is sufficiently populous to provide the large number of hands the industry necessitates. These two important facts have stimulated the business to a wonderful degree and we find located here several enterprises devoted to the canning trade. Among them the works of Mr. Benjamin S. Ayars occupies an advanced position. They were established in the town of Greenwich, this county, by the present proprietor and at first were not much more than an experiment, as only 20,000 cans were completed. Two years ago he removed the industry to Bridgeton and has now a convenient location on Water Street, near the Cohansey Creek. The works occupy a space with a front of 133 feet and 150 deep, the main building being 30x50 feet in dimensions. Erected expressly for the purpose to which it is applied; the different departments are arranged

and furnished in the most convenient manner, specially invented machinery and appliances being employed. Three apartments devoted to the preparation, cooking and packing of fruits and vegetables, are characterized in every feature by the utmost cleanliness and order. All the cans used are manufactured by him, in a separate department, only the best quality of tin and solder being employed. During the season in 1881, which lasted between two and three months, Mr. Ayars packed 260,000 cans of tomatoes, peas, peaches, lima beans and pumpkins, and gave employment to 100 to 125 hands. In tomatoes alone he consumed 40,000 baskets and paid to labor \$3,200 and to farmers for produce \$4,600. Mr. Ayars, the head of this enterprise, was born in this county about forty-one years ago and during his residence in Greenwich served two years as Assessor of the Township. He is an active and intelligent business man and abundantly qualified to carry this industry on to abundant success.

**William S. Fithian,** Florist, Irving Avenue, one-fourth mile east of W. J. Depot.—In the compilation of this work we would regret to not give the florist his proper position and make some comment upon the enterprise. Prominently among those so engaged in this city is Mr. William S. Fithian, who is located on Irving Avenue, about one-quarter of a mile east of the West Jersey Railroad Depot. The business was established in 1876 by Mr. Francis R. Fithian, as nurseryman and florist, and was succeeded by Fithian Brothers, and subsequently by the present proprietor. He occupies about five acres and has upon it all the facilities for conducting the business, and including four greenhouses. The largest is in dimensions 20x100 feet, the second 10x100 feet and the other two 10x45 feet, besides a large amount of outdoor frames. Mr. Fithian grows everything in the plant line and makes a specialty of cut flowers, and the designs gotten up by him are arranged with the greatest artistic effect, which are specially adapted to fill large orders for balls, parties, weddings, etc. His trade in flowers is not confined to this section, he shipping large quantities to Philadelphia and New York markets, and has sent some to Europe. He employs three hands and during the past year his business has increased thirty-three per cent. Mr. Fithian was born in Bridgeton in 1852 and for some years was engaged in the present business in Philadelphia, where he became thoroughly acquainted with the fullest details.

**Daniel E. Woodruff,** Wheelwrighting, 22 Cohansey Street.—A useful occupation is that of a wheelwright, who in a business capacity exercises no little influence in the community. Among those engaged in this trade in Bridgeton, a foremost position must be given to Mr. Daniel E. Woodruff, who is located at 22 Cohansey Street. He began the business four years ago and by perseverance and strict attention to the demands of the trade has secured a representative share of the business. He is engaged in all kinds of wheelwright work and those desirous of securing thorough workmanship with good material should give him their patronage. He does much heavy work and to assist him he employs one hand. Mr. Woodruff is a native of Bridgeton and has been engaged in the wheelwright trade for nearly twenty years. He is an industrious and energetic man and knows full well the benefit of a reputation for good work.



**Johnson & Hancock,** Stoves, Tinware, China and Glassware, Plumbing, Gas Fitting, etc., 28 East Commerce Street.—No branch of industry is more essential to our comfort than that of the stove trade. Justice to the business interests of Bridgeton prompts us to give a prominent position in this line to Johnson & Hancock, who now occupy an old-established stand at 28 East Commerce Street. They began business a number of years ago in a modest way, but with a determination to succeed by strict attention to trade, and providing their patrons with the best the market afforded in their line, and the time was short before they experienced a thriving demand for their goods. They occupy a store with a front of twenty feet, and extending back a distance of one hundred and fifteen, thus affording a very ample floor space for handling their stock of stoves and similar goods. It is divided into two departments, manufacturing and retail and employ four hands. They carry one of the largest stock of stoves to be found in the city, embracing all the latest patterns for parlor or kitchen use and for either coal or wood burning. These are the product of many of the leading manufacturers of the country, and have been selected for their well-known superiority. A special department is devoted to the sale of china and glassware, in which they display an assortment including all that is necessary in these goods for household use. They manufacture a full line of tin, japanned and sheet-iron ware, and keep in store everything that come under these heads. Particular attention is given to plumbing and gas fitting, and competent and experienced workmen are employed for this special branch. Thoroughly understanding the essentials for good and reliable work in this department, they are probably better calculated to attend to orders of this nature than any house in the city, and to guarantee absolute satisfaction in every case. The firm is composed of Messrs. E. E. Johnson and Benjamin Hancock, gentlemen in every respect adapted to the business. The former is a native of Cumberland County, while the latter was born in Salem County, and came to this county in 1848. In those particular lines in which Messrs. Johnson & Hancock are engaged, they are heartily commended as being agreeable people to deal with, having facilities for the supply of the trade which cannot be duplicated in Bridgeton, and which are certain to afford buyers every advantage in price, quality and circumstance.

**Richard Lott,** Merchant, and Grist Mill, West Commerce Street.—No account of the varied industries of Bridgeton would be a complete and reliable reflex of the trades and manufactures of this city, without containing at least some mention of the enterprise of Mr. Richard Lott, which must rank in importance and upon a par with the largest of its contemporaries in South Jersey. Nor do its claims to distinction stop here, as the period that has elapsed since its foundation in 1820, is such as to identify it most fully with the industries of the city which it has done so much to foster and increase. When the business was originally established in that year by Mr. Daniel P. Stratton its limits were extremely circumscribed, and the capital invested was far from being adequate to the operation of a large establishment. The founder conducted the mill until his death, and from his heirs, in 1859, it was purchased by Mr. Lott, who has in the late years considerably improved it and added all the modern improvements and facilities for manufacturing first-class flour. It is located in probably the best

position for a flour-mill to be found anywhere in the county, on the west side of Cohansey Creek that divides Bridgeton, and only a few yards from Commerce Street. The building is a large three-story frame with stone basement, and in dimensions is 40x70 feet. Being furnished with modern machinery Mr. Lott manufactures a superior brand of flour, using for it the choicest grades of wheat and the attention of skilled millers. He consumes annually about 60,000 bushels of grain, all of which is manufactured into his special grades of flour. The mill has two over-shot water-wheels, and employs five hands, to whom are distributed about \$150 monthly. The mill controls a large trade, and each year its business and influence is extending over wider territory. The head of this concern, Mr. Richard Lott, is now in his sixtieth year, and was born in Salem County. He came to this city in 1850 and commenced business here in that year. His whole life has been spent in the milling occupation and his experience extends over probably a longer period than any gentleman now engaged in it. As a public-spirited citizen he is highly esteemed and to an unusual extent enjoys the respect of all.

**J. R. Graham,** Carpet, Oil Cloth and Matting, 40 East Commerce Street.—At this time we wish to introduce to the consideration of our readers the only house in Bridgeton devoted exclusively to the carpet trade, that of Mr. John R. Graham, who established the business in 1854, and is now the oldest carpet dealer in the community. His operations at first were of the slightest proportions, the capital being small, but under the management he bestowed upon it the business gradually increased, and he now controls a greater part of the carpet trade of the city. He is located at 40 East Commerce Street, where he occupies a two-story building 13x65 feet. A large business is conducted, and the trade embraces most of the best families of this section. His stock comprises Brussels, Ingrain, and other carpets, rugs, matting, oil cloths, window shades and fixtures, etc., and is at all times complete and well selected. Mr. Graham was born in Salem County in 1824 and came to Bridgeton in 1835. By profession he is a woolen manufacturer, and possesses a thorough knowledge of the carpet trade. He is a gentleman greatly respected by all, and one of Bridgeton's leading citizens.

**H. W. Elbirt,** Marble Works, corner Broad and Lawrence Streets.—This gentleman in the face of no little opposition entered into the marble business August 8th, 1880, and located himself at the corner of Broad and Lawrence Streets. He has met with considerable success and carries a stock of \$1,000 in value and did a business of \$2,500 the past year. His yard and ground occupy an area of 30x45 feet, and while not carrying as much material as the old-established large yards, cannot be excelled by them in quality or the thorough work he places upon his productions. He manufactures to order monuments, tombstones and footstones of all kinds, as well as marble work generally. He has already a number of handsome specimens of his handiwork and guarantees the fullest satisfaction with orders intrusted to him and at prices that are the lowest. Old marble re-cleaned and made to look as white as new, is a specialty with him. Mr. Elbirt was born in this county about twenty-five years ago, and is an industrious and energetic young man.

**L. J. Barker**, Dry Goods, Fine Groceries and Provisions, Southeast corner Laurel and Washington Streets.—This active business house was founded in 1864, and the present proportions of its trade are an illustration of what may be accomplished by well-directed energy and enterprise. The store is handsome inside and out, and specially arranged and fitted up for the business carried on. The several departments are conveniently divided and the goods of each arranged in such a manner as to afford the most intelligent examination on the part of purchasers. Dry goods are here in great profusion; cashmeres, dress patterns, and an endless quantity of notions, fancy articles and toilet articles. The stock of groceries form a very important department of this admirably conducted and prosperous establishment. A specialty is made of fine goods, such as superior teas and coffees, canned goods, etc. It can be said without fear of successful contradiction, that this house is one of the best stocked in the city, and well able to cope with any trade that may reach its counters. When Mr. Barker began the business in 1864 he possessed but a trifling capital, which has now increased to ample proportions. He carries a stock of \$5,000 and does a business reaching \$30,000 annually. The building has a front of twenty-four feet, and a depth of fifty-six, and, including the basement, gives abundance of area for the storage of stock and convenient and prompt transaction of business. Four hands are employed, and a wagon is continually in service delivering goods to the patrons. Mr. Barker is a native of Bridgeton and one of its leading citizens. He was the City Collector for four years, and handled the taxes on the city's valuation, about \$3,500,000, and safely accounted for every penny that reached his hands. Previously he was the Collector for the First Ward, and in all public positions which he has been called upon to fill, he has exercised the same business sagacity and watchfulness that his own business receives, and is one of the most popular officials the city ever had.

**R. M. Rocap**, Carriage Builder, 37 and 39 Franklin Street.—In Bridgeton, while preparing a general review of the city's industries, it was found that the carriage manufactories are of the best, and standing at the head is that of Mr. R. M. Rocap, who occupies most desirable buildings at 37 and 39 Franklin Street. This business was established by the present proprietor in 1859 with no capital and occupying a very small shop. For many years he was located in contracted quarters in rear of the court house, but growing business demanded that he should enlarge his factory, and in 1880 he erected the buildings where at present located. At this point he has a plot of ground with a front of 51 feet and a depth of 200 feet, upon which there are two buildings—the main one of brick, three stories, 25x50 feet, the other of frame, two stories, 28x38 feet. The works are divided into four departments and are equipped with all the modern appliances for the manufacture of carriages of all kinds in the most satisfactory manner. About the works are employed eight hands, all of whom are men of experience in this particular trade. Mr. Rocap does not confine himself to any particular style of carriages, but builds to order all kinds, including double-seated carryalls, buggies, phaetons, doctors' gigs and light wagons for delivery and business purposes. They are all constructed of the best material and put together in a manner reflecting credit upon all engaged in their manufacture. That they are all that is claimed for them is attested by the large number that are

annually built, amounting to a business of \$7,000 and finding purchasers from all the lower counties of the State. Mr. Rocap, the head of the enterprise, was born in Cumberland County in 1834, and in 1852 came to Bridgeton and has been engaged in the carriage business ever since. He is a practical builder, thoroughly understanding the manufacture of carriages in every detail.

**J. M. Laning**, Jeweler and Watchmaker, 77 East Commerce Street.—The houses engaged in the jewelry trade of Bridgeton are now doing a prosperous and satisfactory trade, and occupying a leading position among such, that of John M. Laning, at 77 East Commerce Street, is entitled to commendation. Established in 1860, with a capital less than \$100, the proprietor can now look back from his present successful position and congratulate himself that his whole course has been marked by energy and enterprise coupled with honor and integrity in all business transactions. At first he commenced operations in what is known as the West Side, and after the first year removed to the present location which he built. The present store has a front of eighteen feet and a depth of fifty, in which he employs three hands, and carries a stock which is believed to be the largest in the city. In lines of fine articles of jewelry, diamonds, French clocks of choice designs, fancy articles and all goods belonging to a well-furnished establishment, this house is said to be without exception the best and most carefully stocked in the city. Mr. Laning makes a specialty of musical instruments of all kinds. Mr. Laning was born in Bridgeton, and is now in his forty-fifth year, and a gentleman occupying the highest position in the business and social circles of the town.

**Victor C. Roberts, Ph. G.**, Druggist, corner Laurel Street and Irving Avenue.—The recent improvement in the northern section of the city has stimulated the business houses, and there are now found many enterprises in North Bridgeton that will compare in size and volume of trade with those located in the centre of the city. Among these, the drug establishment of Mr. Victor C. Roberts, located at the corner of Laurel Street and Irving Avenue, occupies a leading position. The store possesses every convenience and requisite that goes to make it one of the best of its class in the city. The proprietor is a practical druggist, keeping only the most reliable chemicals and the best and finest of drugs. The store was established about ten years ago by Mr. E. F. Brewster, and for one year has been under the proprietorship of the present gentleman, who has a full and complete stock of everything requisite, and the interior fittings and fixtures are all of a character which reflects the greatest credit upon the taste of the head. The prescription department is managed with that scrupulous care that has made it universally popular with the citizens of the community. Among the preparations put up by Mr. Roberts, his Lacto-Phosphate of Lime, Iron and Cod Liver Oil, is a valuable remedy in consumption, bronchitis, coughs, colds, scrofula, general debility, etc., and has already reached considerable sale. Mr. Roberts was born in Salem, in 1858, and is a graduate of Philadelphia College of Pharmacy. After graduating, he began business in Moorestown, N. J., and a year ago came to Bridgeton. His store is 20x60 feet, in which he has a stock valued at \$1,500, and during his proprietorship the business has doubled.

**Betchner & Bohl**, Manufacturers of Cigars and Dealers in Tobacco of all kinds, Southwest corner Commerce and Pearl Streets.—The annual consumption of tobacco in the various forms in which it is used, aggregates a business that is stupendous in its total and calling into practical use the energies and capital of a large number of citizens as well as to giving employment to an army of laborers. Scattered throughout the country are found these industries, each in a greater or less extent, adding to the wealth of their respective sections and giving employment to many citizens. In commenting upon similar enterprises located in Bridgeton, it is found that the firm of Betchner & Bohl occupy a foremost position, as manufacturers of fine cigars and dealers in chewing and smoking tobaccos of the best brands, pipes, snuffs, etc. They began business in September, 1880, and at that time employed two hands. They confined their energies to the manufacture of the better class of cigars and it was not long before a demand sprung up for their productions, which necessitated the enlargement of their facilities. This satisfactory condition of their business prompted them to employ more workmen and at the present time they have ten engaged. Their manufactory and sales-room is located at the southwest corner of Commerce and Pearl Streets and in dimensions is 17x54 feet. They annually produce about 450,000 cigars and make a specialty of fine Havana goods. Both in amount and quality of cigars manufactured they compare favorably with any house in the county, and the rapid growth of their business is a sufficient guarantee that they are putting upon the market a first-class article. The retail establishment is well stocked with a full line of all goods belonging to their trade and they give careful attention that all their patrons receive the choicest goods. Mr. Winfield S. Betchner, the head of the firm, was born in Bridgeton in 1853, and his partner, Mr. Frederick Bohl, is a native of Philadelphia, where he was born in 1854. He has been a resident of Bridgeton for thirteen years. These young men are well deserving the success they are meeting with, as well as the general estimation in which they are held by all parties.

**R. L. Bowen**, Blacksmithing and Wheelwrighting, 9 and 11 Atlantic Street.—In reviewing the industries of a town, the above business is one that would probably escape the attention of the writer, but, in itself it represents a very essential branch of trade, and one that demands some recognition in portraying the resources and advantages of this city. Without doubt the leader in this line is Mr. R. L. Bowen, who occupies a convenient location at Nos. 9 and 11 Atlantic Street. He established himself in business in 1878, at that time north of Commerce Street, and near Lott's flour mill. By strict attention to the trade that patronized him, it made rapid advances, and he soon found that he was occupying quarters too small to properly accommodate it. In July, 1881, he removed to the present location, where he has ample room. The building is two-stories, 20x40 feet in dimensions, with an annex 8x20 feet. He possesses all the necessary machinery and appliances for prosecuting all the branches of wheelwrighting and blacksmithing, and gives employment to two hands. All work attempted at these shops is completed in a workmanlike manner, of good material, and guaranteed to be satisfactory in every particular. Mr. Bowen makes a specialty of shoeing horses, and few men are more qualified than he. He makes

special inducements to supply county blacksmiths at cheaper rates than anywhere in the county. Mr. Bowen is a native of Bridgeton and was born about thirty-five years ago.

**Wheeler & Wilson Sewing Machines**, 11. L. Johnson, Manager, 133 East Commerce Street.—The Wheeler & Wilson Sewing Machines are well known by every one in all parts of the United States, their merits being fully tested daily throughout the country, and the highest encomiums are constantly being secured from those who speak in the most favorable terms of them, more particularly of the New No. 8 Machine. The company's main office is at 1338 Chestnut Street, Philadelphia, and their branch in Bridgeton is at 133 East Commerce Street, which is in charge of H. L. Johnson as Manager. At the office besides himself there is a lady, and either of them can always be seen and are pleased to furnish information or attachments made by the Wheeler & Wilson Company. In his stock can be found a full line of all kinds of machines of this company's manufacture, together with a large supply of attachments. The New No. 8 machine is claimed to be the best in the world for general family purposes—the special points of excellence claimed being of simplicity of construction, durability and easy and noiseless running. The Wheeler & Wilson company have received innumerable medals and diplomas from all the leading fairs and expositions throughout the world, and their machines hold a rank to-day unsurpassed by those of any other manufacturer of the country. This agency was opened by this gentleman July 1st, 1880, and the business has now increased to such dimensions that four men are kept on the road, and twenty machines are sold each month. The company have recently added to their machines what is called the "Independent Take-up," which is now quite a feature. Mr. Johnson is a native of Connecticut, and is thoroughly familiar with the sewing machine business.

**B. F. Garrison**, Dry Goods and Groceries, corner Broad and Franklin Streets.—Conspicuous among the finest and most completely stocked stores of Bridgeton is that of which Mr. B. F. Garrison is the proprietor. The stand is one of the oldest in the city and was built up by the late James Potter's father. For a number of years it was occupied by R. J. Fithian and afterward by Ware & Fithian. The present proprietor became the successor in 1880 and during his short time here has witnessed a marked increase in the trade. It is a first-class store in every respect, its stock of goods being large and valuable and comprises a line of groceries, fish, meats and provisions, which a large and active trade compels him to turn so often as to secure a perpetually fresh condition; a general line of dry goods and fancy goods, comprising everything sought by ladies, carefully selected and from the finest to medium grades is always to be found in stock. Mr. Garrison caters to a large and regular line of custom in town and country and he knows how to make it to the advantage of his customers to continue with him. The store has a front of twenty feet and a depth of eighty, and is well adapted to this particular trade, being handsomely and conveniently arranged for the business to which it is applied. Mr. Garrison is a native of Bridgeton and a young man of twenty-three years. Notwithstanding his youth he possesses a business tact that is far beyond his years and has enabled him to compete with any house in the city.

**T. W. Williams**, Horse Shoeing and General Jobbing, 58 South Laurel Street.—An experienced and well-known veterinary surgeon truthfully said that the feet of the horse were the most difficult portion of the animal to keep in condition. They need special care, otherwise they are a source of constant anxiety, but so little is this known or appreciated by many owners of horse stock, that but small notice is often taken and the animal is permitted to be shod by the most convenient smith, regardless of his ability to do the work in a proper manner and hence the few that are found entirely free from some disease or blemish resulting from this carelessness. In consideration of the importance of the question, we desire to call attention to a gentleman engaged in the business of shoeing, that has made it a subject of study, as would the surgeon who desires to benefit the animal possessed of some bodily disease. We have reference to Mr. T. W. Williams, whose shop is located at 58 South Laurel Street, where he began business in February, 1871. He is without doubt one of the best horse shoers in this community and one that should receive the liberal patronage of all desirous of preserving their horses' feet intact. He employs two men to assist him in this and other branches, which consist of general jobbing in blacksmith work. He occupies a shop 20x40 feet and does an annual business amounting to \$5,000. He is a native of this city and justly enjoys the esteem of a large portion of the citizens.

**N. Allen & Son**, General Merchandise, corner of Laurel Street and Irving Avenue.—Of recent years the departments of trade are in most instances each separately conducted and the purchasers to obtain any number of articles of a different nature are compelled to occupy their time in visiting as many different stores. While this is all very proper and enterprising, it oftentimes is more convenient to purchase all that is desired from one establishment and not only save time, but frequently no little in price. One of the establishments in Bridgeton devoted to general merchandise is that of N. Allen & Son, located at the corner of Laurel Street and Irving Avenue. This house was established by the senior of the present firm, in 1855, at that time on a very small scale, but has steadily increased, and in recent years has enlarged fully fourfold. After occupying a store in the centre of the town for one year, he removed to the present location, where he occupies a two-story building, 40x50 feet in dimensions. This is thoroughly stocked with a full assortment of dry goods, groceries, provisions, boots and shoes and the many other articles common to an establishment of this nature. These goods have been selected from the leading wholesale houses of Philadelphia and New York, and purchased for cash or short time, thus securing the best prices that this advantage may offer. This firm have ample capital to prosecute their enterprise and possesses such an extended experience that they are able to compete with any similar house in the city. The people of Bridgeton will find that this house is well calculated to handle a large trade and give them advantages in goods and prices that cannot be found at many other places. The head of the firm, Mr. N. Allen, is a native of Salem County, in his fifty-fourth year and has been a resident of this city twenty-six years. His son is a member of the firm of Getsinger & Allen, manufacturers of glass, etc., and is a gentleman of no little enterprise and one that has done much to advance the prosperity of Bridgeton.

**W. R. Woodruff**, Agricultural Implements and Machinery, Southwest cor. Atlantic and Broad Streets.—Among the dealers in agricultural implements, in this city, is Mr. W. R. Woodruff, who has within a very short time built up quite an extensive trade, being himself a practical farmer he knows by experience the proper and most useful kind of machinery needed by them and he has fully availed himself of that experience. Among the most valuable of recent improved machinery, to simplify the labor of the farmer, is the new "Deering Twine Binder." No one knows better than himself the evils resulting from the old wire binder, pieces of the wire often being found in the thresher and mill, destroying the machinery. He is also agent for the "Deering Mower," light, strong and durable. "The Deering Marsh Harvester," is also a new thing in this county, although it has quite a large sale in the West, where it is better known than here. These machines are all made in Chicago, by Mr. William Deering. Mr. Woodruff commenced business here in 1881 with a small capital and his success has been greater than his most sanguine expectations. Fully \$10,000 a year being the business of the house. He employs three men besides himself. He was born in Cumberland County in 1832, is a good, plain, representative farmer and pleases every one with his cordial, genial manners.

**C. L. Pancoast**, Fruit, Confectionery and Variety Store, 9 Commerce Street.—Of late years there have been established in the various towns, stores for the sale of small and useful articles, which have been termed "Five-cent stores." These supply a very large number of articles for this small sum, and the sales are thereby so much increased that the profit is made from the great quantity that are disposed. These stores, naturally, are very popular, and that established in Bridgeton by Mr. C. L. Pancoast, proves to be no exception to the rule. He began business about six years ago in a store a few doors below the present location, and for three years was doing business on Laurel Street. His present store at No. 9 Commerce Street, is well stocked with the great variety of goods common to an establishment of this nature, beside a general line of fruits and confectionery. Mr. Pancoast is a native of Gloucester County, and has been a resident of this city for a number of years.

**John B. Sieck**, Manufacturer and Dealer in Cigars, 17 East Commerce Street.—The tobacco business transacted in Bridgeton is of considerable dimensions, there being a number engaged in the manufacture of cigars, among them appearing Mr. John B. Sieck, whose factory is located at No. 17 East Commerce Street. He established the enterprise in 1878, with a very small capital and with no trade, depending entirely upon the quality of his goods to aid him in securing his share of the business. His store is 20x40 feet, in the rear of which is located the factory, where he employs one or two hands beside himself. He manufactures all the cigars he sells and has built up quite a reputation for a good article. Thoroughly acquainted with the business, having grown up in it, he is able to select the best tobacco for his goods, and to prepare them in a manner that best suits the public taste. In his store he carries a line of smoking and chewing tobacco, together with an assortment of smokers' articles, such as pipes, cigar-holders, pouches, etc. Mr. Sieck is a native of Germantown, Philadelphia, and since residing in this city has won many friends.

**T. U. Harris & Co.,** Manufacturers and Retailers of Boots, Shoes and Leather, 78 Commerce Street.—In surveying those industries contingent upon the leather trade, the enterprise of T. U. Harris & Co. in the manufacture and retailing of boots, shoes and leather, is deserving of special notice. Their establishment is located at 78 Commerce Street, where it was established by the present firm, who in the conducting of its affairs have practically demonstrated their ability in this direction. They occupy the first and third floor, the former for the retail department, while the latter is used in manufacturing custom work and repairing. Their thorough experience in this branch of trade has enabled them to select a stock of goods that is unexcelled in quality by any house in the city and that has attracted to them much of the best class of trade. It embraces a full variety of ladies', children's and infants' shoes, together with gentlemen's and boys' heavy and fine boots and shoes, and a complete assortment of rubbers for both sexes and all sizes. These goods have been selected of leading manufacturers and are guaranteed to contain no bogus material or work. The firm make a specialty of manufacturing custom work and have in their employ superior workmen, who give their orders their undivided attention. Many of the most fastidious of Bridgeton's citizens secure their footwear of this house and the trade is each year reaching greater proportions. Mr. Thomas U. Harris, the head of the firm, is a native of Cumberland County, and has spent nearly his entire life in Bridgeton, where he is recognized as one of its leading citizens. He has been Treasurer of the West Jersey Marl and Transportation Company for ten years, and Secretary of Bridgeton Saving Fund and Building Association for seventeen years. Mr. Uriah Davis, the junior member, is also an old resident of this city and for many years has been engaged in the present business.

**Isaac H. Bowen,** Photographer, 83 East Commerce Street.—When the photographic art had reached the era of tin-types, it was thought that a wonderful progress had been made, and that the future could not much improve on what was then deemed so satisfactory. But the advancement that has been made within the past decade has been more marvelous, and the results secured of so much more satisfactory a character, that the early productions have been hidden away unworthy of consideration. In Bridgeton there are two or three galleries that have the reputation of producing first-class work, and foremost stands that of Mr. Isaac H. Bowen, who is so well known to all the citizens of the community. He has been in business in this city about ten years altogether, having in an interval been engaged in Philadelphia for two years, returning to Bridgeton three years ago. His present gallery is located on the second floor of the building at 83 East Commerce Street, where he has a room 18x60 feet. He has succeeded in securing a satisfactory trade, and has in his employ two hands, which, in busy seasons is increased by the third. His gallery is amply furnished, the reception-room being fitted with every convenience and comfort, and the operating department supplied with superior instruments and abundance of light. Mr. Bowen executes every style of picture from the smallest tin-type to the finest crayon and color work, which are pronounced as having no superiors in the county. Possessing a boundless variety of background, Mr. Bowen can give his patrons pictures of any desired style, which

when finished are gems of perfection and beauty in photographic art. Mr. Bowen was born in 1845 in Salem County, and has been in the present business sufficiently long to gain a valuable and varied experience.

**Samuel W. Wells,** Dealer in Tobacco and Cigars, 39 East Commerce Street.—The tobacco trade has no better representative in Bridgeton than Mr. Samuel W. Wells, who occupies the desirable stand at 39 East Commerce Street. He established himself in 1875 and since that time the business has maintained a steady and satisfactory growth. He carries a stock valued at \$1,000 which embraces a full line of foreign and domestic cigars, chewing and smoking tobacco of all kinds and the many articles in use by smokers. Being a practical man in the business, he is a judge of tobacco and is exceedingly careful in the selection of the goods placed in stock. Mr. Wells is a native of Camden County and for thirty years has been a resident of this city.

**Hindermeyer & Frazier,** Sewing Machines and Organs, 33 East Commerce Street.—One of the newer enterprises in Bridgeton is the store of Hindermeyer & Frazier, at 33 East Commerce Street. They commenced business January 14th, 1882, and are confining their energies to the sale of sewing machines and organs. They make a specialty of the St. John machine and the Wilcox & White parlor organs, and their first few months' business was very satisfactory. The St. John sewing machine is manufactured so extensively (over half a million yearly), that its excellent merits are well known and need no introduction at this time. It runs either backward or forward. They are also dealers in the machines of other makers and have made arrangements with the manufacturers, by which they can offer them at the lowest possible prices. The Wilcox & White organ is one of the best in the market and combines the superior qualities of them all. Mr. P. A. Hindermeyer, the head of the firm, is a native of Philadelphia, and is a practical man in the business, having been engaged in it fourteen years. Mr. Jeremiah Frazier is a native of this county and has met with considerable success as a salesman.

**George Loper,** Blacksmithing, Vessel and Carriage Work, 24 Jefferson Street.—Prominently among those engaged in the above business will be found Mr. George Loper, a gentleman who has brought to bear upon it an experience of many years. He began operations for himself in 1871, and from the first has given the business his closest and undivided attention. This application has resulted in his success, and he occupies at this time a leading position in his trade. While making no specialty in an particular department, he is largely engaged in manufacturing iron work for vessels and carriages, and is recognized by those requiring these articles as having no superior in constructing them. His blacksmithing department includes all work common to it, as well as horse shoeing, etc. Mr. Loper occupies a shop, 24x18 feet, with an annex of 28x15 feet, each supplied with the proper facilities for the work and employing three to four men. He is a native of Halesville, Cumberland County and is forty-five years of age. For thirty years he has been a resident of Bridgeton and has been engaged in the occupation his entire life. Starting with no capital, except his own energy and determination, his success has been most marked and satisfactory.

**Applegit & Danzenbaker**, Dealers in Coal, Wood, Fertilizers and Seeds, also Manufacturers of Shell Lime, office, 44 South Laurel Street.—The city of Bridgeton offers superior advantages for the successful prosecution of the above business, and as leaders engaged therein, we find the firm of Applegit & Danzenbaker, whose office is at 44 South Laurel Street. Their enterprise not only meets the needs of the immediate community, but is a source of supply for a large portion surrounding the city and is yearly being increased in its proportions. In reviewing the history of the business, it is found that its origin dates with 1848, when Mr. R. G. Brewster became engaged in the grain and fertilizer trade and which he carried on for many years. In 1870 the present firm was organized and succeeded to it, soon after adding the other departments, as is now embraced. Under their thorough management the business more fully developed and increased until at the present time it occupies the foremost position in the trade. They are general dealers in coal, wood, fertilizers and seeds, and in each department are fully prepared to meet any demand that may be made upon them. They transact a large business in coal and guarantee to furnish their patrons with the best mined, thoroughly screened and slated, and always giving full weight. Farmers, particularly, in their dealings with the firm have found them men of their word, and in purchasing either seeds or fertilizers, they have secured a good and reliable article at the lowest price. They make a specialty of the manufacture of shell lime and have constantly engaged in producing two kilns, the shells being brought here from Baltimore. The lime meets with a large sale; they annually disposing of about 70,000 bushels. They occupy about a half acre for their work and coal yard and have upon it three sheds, one of 32x75 feet, the others of 40x32 feet each. Their annual business reaches a large amount and is distributed among their specialties as follows: Fertilizers, about 250 tons; grass seeds, 300 to 400 bushels; coal, about 1,300 tons, and wood, from 600 to 800 cords. They give employment to from ten to twenty-five men, the greater portion being engaged in the cutting of wood. The individual members of the firm are Samuel Applegit and Elmer S. Danzenbaker, both natives of Cumberland County and among the leading and representative citizens of Bridgeton. They have both held responsible positions in the government of their city, and when called upon so to do, have given the office the same creditable and careful attention that their own business receives from their hands. They have had a long experience in the trade and both members of the firm are active, energetic and reliable business men.

**Bridgeton Furniture Co.**, George Henshall, Proprietor, J. Simpson, Manager, 3 East Commerce Street.—Among the new industries of this city must be mentioned that known as the Bridgeton Furniture Company, which began business September 1st, 1881. They occupy the whole of the three-story building at 3 East Commerce Street and have a store-room of 16x45 feet. They are engaged in manufacturing furniture of all kinds to order and have already secured a very desirable trade. They also execute all kinds of repairing and upholstering and employ three men. A general stock of furniture is carried, embracing parlor and bed-room suits and dining-room and kitchen furniture. Their goods are equal in quality and appearance to any in the city and

at prices that cannot be undersold. The proprietor of this concern is Mr. George Henshall, a native of Philadelphia and a resident of this city for about ten years. The manager is Mr. James Simpson, who came to this city about eight years ago from Wilmington, Delaware.

**D. B. Thompson**, Manufacturer of Shell Lime, office, 118 Orange Street.—The manufacture of shell lime in a community like this is an important industry. This lime is largely used by farmers for fertilizing purposes and by many it is claimed as having no superior for restoring worn-out land to its usual productiveness. One of the largest manufactures is Mr. D. B. Thompson, who occupies the oldest established kilns in this city. They were built about forty-eight years ago by Mr. James Newell and by him conducted for several years. He was succeeded in turn by William Dare, D. B. Whittaker & Co., and in 1872 by Mr. Thompson, who has materially increased the business since he has been proprietor. He has two kilns, employs two men and annually produces about sixty thousand bushels of shell lime, all of which finds a ready market at remunerative prices. This lime is claimed to be of a very superior quality and quick to act when placed upon land. Mr. Daniel B. Thompson was born in Cedarville, this county, and since 1831 has resided in Bridgeton. He was engaged for thirty-eight years in the clothing business, four years in the lumber trade and five years postmaster. For some years he represented his ward in the City Council and faithfully executed his duties for the good of all while in that body.

**James F. Moore**, Blacksmithing in all its branches, Broad and Atlantic Streets.—The occupation of the general blacksmith requires no little experience to conduct successfully and prominently; among those who are qualified in this respect in Bridgeton is Mr. James F. Moore, whose shop is located at the northwest corner of Broad and Atlantic Streets. This gentleman, after having had an extended and varied experience in this line, began business July 12th, 1881, and from the start attracted a very general share of the trade. He does blacksmithing in all its branches, including horse shoeing, which of itself demands the hand of a thorough workman. So many of our horses are injured for life by the careless placing of a shoe, that it behooves the owners of stock to look with care when selecting the smith to do this work, and see that he is able to properly shoe his animal. Mr. Moore makes a specialty of steel work and is prepared to execute promptly all orders placed in his hands. His shop is 24x46 feet and provided with every facility for the business. Two men are employed. Mr. Moore was born in Bridgeton in 1855 and is an industrious and enterprising young man.

**Thomas H. Bowen**, Jeweler, 85 East Commerce Street.—An attractive feature of that busy thoroughfare, Commerce Street, is the jewelry establishment of Mr. Thomas H. Bowen, which is at once readily recognized by the sign of the "Red Clock," that for several years has done the public double service, by affording them at all times the true time and directing them to a house whose reputation is unexcelled. This business was established by Mr. Bowen on Laurel Street, in 1871, where he remained but one year, removing to the present location in 1872. The stock embraces a full line of American and foreign watches of the leading manufacturers, and warranted to be

fully as represented, jewelry of all kinds, solid and plated silverware, French and American clocks, bric-a-brac and a full variety of the numerous other articles common to a well-stocked jewelry establishment. The store is 10x35 feet, and while not the largest in the city, lacks nothing in the character of the stock carried. Three salesmen are employed, and the entire business receives Mr. Bowen's personal and practical attention. He is a native of Salem, and learned the jewelry business with the well-known firm of Wheeler & Son in that city. He came to Bridgeton in 1871 and is now one of its most respected citizens. In front of his establishment he maintains a double dial clock at his own expense, which has proved of no little convenience to business men of the community. He has built and put up several public clocks in various portions of the county. Mr. Brown is highly esteemed as a business man.

**W. W. Robbins, Boots, Shoes, Hats, Caps, Clothing and Gents' Furnishing Goods,** 23, 25 and 27 North Laurel Street.—In the preparation of an exhaustive work of this character from the contents of which an estimation may be formed of the business capabilities as well as resources of our city, notice has necessarily been taken of every branch of reputable business, comment upon some branch of which will prove only interesting to those connected with the respective lines, while others will be of interest to men of every business, trade and profession. To the latter class belong the business of Mr. W. W. Robbins, who is engaged in the boots, shoes, hats, caps, clothing and gents' furnishing goods trade.

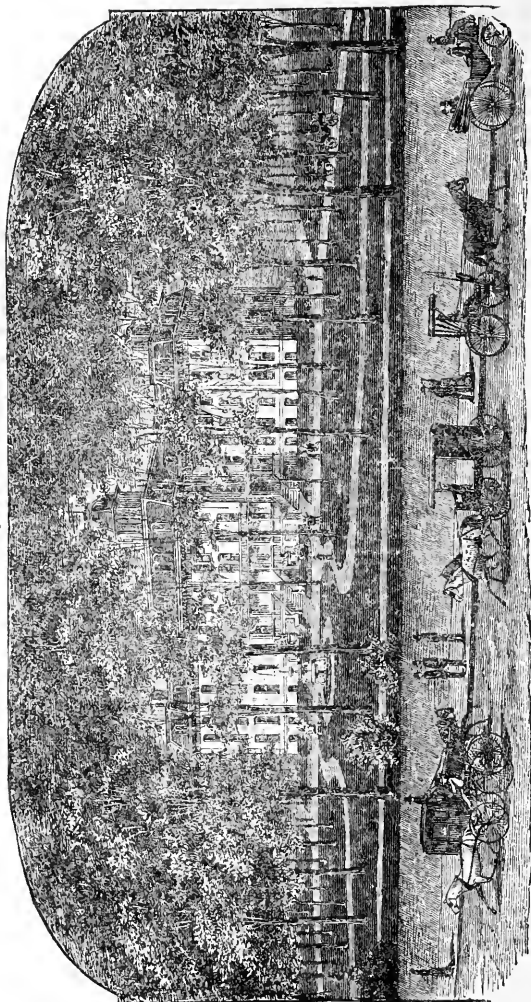
He commenced operations at 9 and 11 Commerce Street, in 1875, and where he built up a large trade, to such an extent that the non-enterprising of his fellow business men claimed he had reached the utmost. But matters were not permitted by this energetic gentleman to remain at a stand-still, so when the trade became too large for the Commerce Street house, he looked for more extended quarters. In 1881 he commenced the erection of the handsome building at Nos. 23, 25 and 27 North Laurel Street, to which he removed in October of that year. This building is erected in the most substantial manner with a front of fifty feet and a depth of one hundred and twenty, making it the largest store in South Jersey. The front contains four massive windows, and the interior is fitted with oil woods and everything to beautify and make it attractive. It is safe to say that it is one of the largest and finest establishments in the State, and is an addition to the business interests of this city that all should feel proud. Mr. Robbins has subdivided this extensive floor-space into departments for the various articles of his business. One-half of the establishment is devoted to the sale of boots and shoes for ladies' and gentlemen's wear, comprising all the styles and qualities now manufactured. No house in the city can in any manner compare with this large stock, and the whole has been selected to meet the necessities of the entire trade whether for fine or coarse goods. The other half of the establishment is occupied by the extensive variety of clothing, hats and caps and gents' furnishing goods. This assortment includes the latest styles in each speciality, and are guaranteed to be the best offered for sale in the city. In the various departments a large number of hands are employed, the whole business being conducted after a system that places it at the head of

all enterprises of like nature in Bridgeton. The store throughout is a model of neatness, and supplied with every comfort and convenience for the use of the patrons.

The head of this concern, Mr. W. W. Robbins, is a native of Burlington County, and is now in his thirtieth year. Though so young, he conducts this mammoth establishment in a manner that bespeaks a most thorough knowledge of the business in every detail, and manages it in the most energetic and ambitious manner. The establishment is one of the prominent features of the business interests of this city, and the centre of a trade that is of extraordinary proportions.

**W. J. Smith, Manufacturer of Earthen, Stone and Rockingham Ware,** 238 Cohansey Street.—This is one of the oldest established industries now in successful operation in Bridgeton, it dating its inception back to some eighty years ago, at that time engaged in manufacturing earthenware alone. The founder was named Carter, and he came from Chester, Pa. John Sackelt, who learned the business from Mr. Carter, succeeded him about sixty years ago, and he carried it on for about forty years, when the present proprietor, Mr. W. J. Smith, purchased the industry. This gentleman enlarged the facilities and added the manufacture of stone and Rockingham ware. At the present time he occupies three buildings, all two stories, and of the following dimensions, 22x67 feet, 40x60 feet and 30x30 feet, besides two kilns. He employs thirty hands and manufactures all kinds of earthenware, including flower pots, from two inches in depth to fifteen inches, and a full variety of hanging baskets, vases, milk pots, spittoons, jars, cake moulds, pie plates, jugs, etc. His make of stone and Rockingham ware is of the best, and has secured a large sale. The business is annually growing larger, and to meet the immediate demands there is carried a stock in value from \$2,000 to \$3,000. Mr. Smith was born in Newport, N. J., in 1837, and has been in this city for twenty years, and the entire time in the present enterprise.

**Leake's Hotel,** Mrs. Charles Leake, Proprietress, corner Irving Avenue and Bank Street.—In reviewing the historical connections of Bridgeton and more particularly that which has a bearing upon the business interests of the town, we are led to give some little thought to the hotels of the place. Among these, prominently is found that known as Leake's Hotel, Mrs. Charles Leake, proprietress, which is located at the corner of Irving Avenue and Bank Street, less than a square from the West Jersey Railroad depot. The situation is a most attractive one, in a high portion of the town, and is a three-story frame building, containing twenty-eight rooms. The whole has been furnished throughout with good furniture and the chambers are provided with clean linen and good beds. The table, the mainstay of a good hotel, is provided with the best of the market, well cooked and invitingly served. No hotel in Bridgeton presents a neater appearance, and in the summer it is cooler in this portion of the town than any other. Mr. Leake some years ago built the hotel, and was particular in the construction of the interior, so that it contains all the modern conveniences and appointments. Since the death of Mr. Leake, which occurred August 6th, 1881, the hotel is managed by his widow. A livery stable is attached to the house.



BRIDGETON, N. J.

SOUTH JERSEY INSTITUTE.

H. K. TRASK, PRINCIPAL.



**The South Jersey Institute, H. K. Trask, L.L.D., Principal.**—The surroundings of the city of Bridgeton, together with the pleasant and agreeable manner in which the town has been built, has made it a most delightful place of residence and attracted to its confines a refined class of people, who liberally support the popular means of education. This condition of society has proved a stimulus to the advancement and growth of several schools and institutes within her midst, the largest and most promising being that known as the South Jersey Institute. It was first opened in 1870, and although immediately controlled by the Baptist denomination, is open to all. The building is a handsome five-story structure, with mansard roof, and occupying an elevated ground in the southern section of the city, in a beautiful grove, on the west banks of the Colansey, and affording an excellent view of the city and country around about it.

The climate is one of well-known and uncommon healthfulness, and the society of Bridgeton cultured and refined. It is easy of access from all parts of New Jersey and the neighboring States. Students leaving Philadelphia at 3½ o'clock p. m. and New York, Newark, Orange, Plainfield, Elizabeth, Flemington, Long Branch and Trenton at noon, reach the Institute in time for supper. These facilities, together with its situation in the suburbs of the city, give the Institute the advantage of perfect retirement, so requisite for study, together with the refinement and morality of the surrounding population, advantages for the training and education of youth, such as few places possess. Large grounds surround the building, well shaded and laid out in beautiful walks ornamented with plants and shrubbery. The course of study is academic, classical, commercial and musical, and prepares its students for college, teaching or business. In addition to the college preparatory, it also gives extended courses in music, painting and drawing. Diplomas are awarded to those completing either of these courses. The school has an excellent library and a large collection of minerals and geological specimens, and is well supplied with maps, charts and chemical and philosophical apparatus.

The faculty comprises the following Board of Instruction: H. K. Trask, L.L.D., Principal, Moral Philosophy and Greek; Frank E. Rockwood, A. M., Mathematics and Latin; Frank N. English, A. M., English and Mathematics; James E. Trask, A. B., Natural Science; Mrs. H. K. Trask, Lady Principal, French and Latin; Alice W. Vose, Higher English; Helen A. Dilley, Piano and Pedal Organ; Mrs. L. L. Fuqua, Vocal Music, Piano and Organ; Bessie G. Allen, Painting and Drawing; John P. Hunt, Book-keeping; Mrs. M. V. Cook, Matron.

Prof. Trask is esteemed as a gentleman possessing the highest attainments and qualifications for conducting such an institution. Ministers, professors, lawyers and merchants speak in laudatory terms of the course of instruction adopted by the Institute, and the care with which Prof. Trask attends to the moral and educational training of those placed under his charge.

The Board of Trustees are as follows: H. J. Mulford, Rev. A. H. Lung, Rev. I. C. Wynn, D. D., George B. Ogden, R. P. Seagraves, Alfred Mulford, Rev. E. B. Palmer, Rev. R. F. Young, F. C. Probasco, Rev. F. B. Greul, Rev. J. E. Chesshire, E. J. Lloyd, William R. Freas, Joseph W. Emley, Hon. C. C. Grosscup, Rev. Edward Brailsin, Rev. S. C. Dare, T. T. Price, M. D., George Callaghan, Rev. W. F. Basten, Rev. J. C. Buchanan.

**Isaac T. Nichols, Senator, Cumberland County.**—The youngest member of the Senate is the Hon. Isaac T. Nichols, Senator from Cumberland County, who was born at Bridgeton, in that county, March 22d, 1848. He was educated at the public schools of his native town and apprenticed himself to Mr. George F. Nixon, of the *Bridgeton Chronicle*, under whom he learned the trade of a printer. In October, 1874, he entered into partnership and purchased the *West Jersey Pioneer*, Bridgeton, N. J., a journal that had largely lost prestige through the decease of its former proprietor. His ability as an editor and manager soon placed the paper upon a paying basis, the circulation rapidly increasing, until it is at present not only the leading Republican paper of Cumberland County, but of South Jersey, as well as comparing favorably with any in the State for general appearance. In 1876 Mr. Nichols was elected to the Legislature from the First Assembly District of his county over one of the most popular men in the opposing party, and re-elected in 1877. During the Legislatures of 1877 and '78, Representative Nichols served as a member of the Committees on Education, Revision of the Laws, Banks and Insurance, State Library and of the special committees appointed to examine the accounts and transactions of certain State officials, against whom charges had been brought. Although under thirty years of age when a member of the House, he was one of the leaders of his party, and both in debate and by his general tact and intelligence won for himself an enviable reputation. In the interval between 1878 and 1880, he gave his whole attention to his paper, but at the election in the latter year he was called again to accept a public trust, this time being sent to the Senate for a term of three years. In the session of 1881 he was Chairman of the Committee of Corporations and a member of that on Education and the Joint Committee on Public Grounds and Buildings and Sinking Fund. His first term in the Senate was marked by a conscientious desire to promote the public interest and with the ability and judgment he showed upon all matters that come before the Chamber for discussion. During the session of 1882, he occupied positions on the most important committees, and was chairman of the Joint Committees on Printing and Militia. Senator Nichols' future gives promise of being remarkably bright, and he will, doubtless, be called upon to fill positions of honor and trust of still greater importance than that he is now so successfully occupying.

**Philip J. Bauer, Manufacturer and Dealer in Cigars and Tobacco, 8 East Commerce Street.**—Few houses dealing in cigars and tobacco have a better reputation than that conducted by Mr. Philip J. Bauer, who occupies a desirable and central location at No. 8 East Commerce Street. This was established by himself some years ago and has steadily experienced an increase in his patronage during his continuance in the business. He employs two men in the manufacturing department and produces several brands, one of the most popular being what is known as "The Little One," which is a small cigar with Havana filler. His stock in store includes a full line of smoking and chewing tobaccos, smokers' supplies, etc., and, in fact, everything necessary to complete the stock of a well-supplied tobacco establishment. Mr. Bauer is a native of Camden County and about eighteen years ago came to Bridgeton, where he has succeeded in building up a very desirable trade.

**Joseph A. Clark & Co.,** Manufacturers of Hollow-Ware and Plate Glass, near the West Jersey Railroad.—The art of making glass was known at a very early period in history; in fact, the discovery of this art dates so far back that all record of it is lost. The introduction of the manufacture of glass into the United States was contemporaneous with the settlement of the country, and it is related in history that the first inhabitants of Jamestown, Va., in 1607 were interested in the "making of glass." In 1621 a factory was started by them for the manufacture of glass beads. In 1639 a glass house was established at Salem, Massachusetts, and an inferior quality of bottles produced. In 1683 a glass house existed in Philadelphia; and both window and bottle glass was made in New Jersey prior to the Revolution. New York's first glass works were erected about the year 1732, and Boston possessed one in 1787. The first factory in Pittsburg, which is now one of the most important centres for glass in this country, was opened in 1795. During the past half century the manufacture of glass has been rapidly growing in the southern portion of New Jersey, and this section to-day produces more glass than any other portion of the country. One of the leading towns so engaged in New Jersey is the city of Bridgeton, which has now four large concerns in active operation and giving employment to a large number of hands. Of these establishments that controlled by Joseph A. Clark & Co., are, notwithstanding they were recently founded, among the largest. The enterprise was put in operation in 1880, at that time on South Laurel Street, adjoining the steamboat landing, and their business grew so rapidly during the first season they were much crowded before its close. During 1881 the firm met with misfortune in the partial destruction of their works by fire and which compelled them to make many contemplated changes in their plans. The ground occupied on South Laurel Street being inadequate for their increase, they, instead of rebuilding after the fire, purchased a large tract of land to the north of the town, near the West Jersey Railroad, and from which they were provided with a branch. With commendable enterprise the firm at once commenced the erection of their buildings, which are believed to be the completest in all their appointments now devoted to glass manufacture in this country. Taking advantage of the many improvements now patented for various departments in the production of glass, they added every facility to the new works that would in any manner save labor and bring forth a superior quality of the product. The buildings are six in number, all one story, the main building being 160x120 feet in dimensions. They are manufacturers of both hollow-ware and plate-glass and have a capacity of producing two hundred gross per day of the former in half-ounce to one gallon bottles and about sixty boxes per day of the latter, or about five tons of plate-glass per day. From one of Bridgeton's papers dated the 24th of May, we make the following extract of a new departure in glass manufacture in New Jersey, made by this firm:

"A great deal of interest has been felt in Bridgeton over the enterprise of Jos. A. Clark & Co., in erecting plate-glass works. The business is a hazardous one and many fears were entertained for the result of such an investment. The first casts made last night were a perfect success. Everything worked satisfactorily, corrugated and plain glass being molded, three-eighths of an inch thick and an inch thick. The firm will not polish their own glass, but sell it all in the rough, thus avoiding large risk. Hereafter moulds

will be taken every eighteen hours or thereabouts."

This new move has not only created much interest in the city where the works are located, but likewise attracted considerable attention among glass manufacturers generally. The firm employ about one hundred and fifty hands, to whom are paid about \$1,200 weekly, all of which reaches the men and boys in cash. The individual members of the firm are Joseph A. Clark, a long resident of Bridgeton and one of its most respected citizens; Isaac L. Clark and Clement Shoemaker, son and son-in-law, and Samuel M. Bassett, who is a practical glassmaker and attends to the details of manufacturing. Mr. Shoemaker for many years was one of the leading spirits in the Board of Education as well as a prominent member of numerous other public and private institutions. The high standing which this firm enjoys in the manufacturing community, both at home and abroad, is the natural result of a business career characterized by the strictest devotion to the highest principles of business integrity.

**William E. Riley,** Flour, Feed and Grain, 20 South Laurel Street.—Notwithstanding there have recently started several stores for the sale of flour, feed and grain in the city of Bridgeton, the trade that belongs to the old established stands apparently remain with them, as is illustrated in the case of the house of Mr. William E. Riley, located at No. 20 South Laurel Street. This business was started by Riley & Moore at the old stand of Ernest & Thompson, and after they had conducted it awhile Mr. Riley retired, leaving Mr. Moore in charge. About a year ago Mr. Riley purchased the entire business from Mr. Moore, and has since conducted it in the most enterprising manner. His store has a front of twenty-five feet and a depth of fifty-six, and furnished with all the necessary facilities for conducting the flour and feed trade. He carries a very desirable stock of flour, embracing the best brands manufactured and which he guarantees to be unexcelled by any in the city. He also keeps feed of all kinds, and is a general dealer in grains. The store is conveniently located, employing two men and carrying a stock valued at about \$1,200. Mr. Riley is a native of Bridgeton, where he was born in 1848.

**Sayre & McPherson,** Undertakers, West Commerce Street, next to Bridge.—In Bridgeton, the leading undertakers are the firm of Sayre & McPherson, who occupy the first building west of the bridge, on Commerce Street. The business was established by Josiah Fithian about sixty years and by him continued until 1838, when the senior of the present firm, Mr. Sayre, purchased it of him. At that time he was also engaged in the furniture trade and the two branches remained together for about forty years. Five years since, Mr. McPherson became associated in the business and the new firm closed out the furniture department and confined themselves entirely to that of undertaking. They carry a stock of coffins and caskets of the most improved patterns and their hearse and other paraphernalia in finish and completeness is not exceeded by any in the city. The individual members of the firm are Messrs. Eli Sayre and Isaac McPherson. Mr. Sayre was born in Deerfield, in 1816, and has been longer engaged as an undertaker than any other in the county. Mr. McPherson is a native of Cumberland County and about thirty-six years old.

**Jacob Kienzle**, Tanner, Currier and Soap Manufacturer, 21 and 23 Fayette Street.—As a source of supply for every kind of manufactured goods and variety of merchandise, the city of Bridgeton will be seen through these pages to possess advantages and facilities to meet the wants of the country, equal, if not superior, to any city of the same or even greater size. Among those industries that add very much to secure this result, should be mentioned that of Mr. Jacob Kienzle, tanner and currier, and manufacturer of soap. The tannery is located at 21 and 23 Fayette street, south of Broad, and occupies a half-acre of ground upon which are five buildings, and the numerous sheds and smaller structures. This tannery was started previous to 1780 in a small way, the founder Mr. John Lowland, on July 23d, 1782, selling it to Jeremiah Bennett, who retained it until Erasmus Kent purchased it December 6th, 1802. This gentleman remained the proprietor until he sold it to Joseph Goldin, September 20th, 1805. He continued to prosecute the business many years and it was not till July 30th, 1835, that he sold it to Mr. James M. Riley. Ten years later, in 1845, Joseph Goldin again became the owner, and retained possession of the property until 1851, when Keen & Clunn entered into the business, and this firm sold the entire concern to Mr. Kienzle, the present proprietor, February 6th, 1857. Since he has been engaged in the business, he has considerably enlarged the facilities and it has increased threefold. He has ample capital, carries a stock of \$10,000, and does a business amounting to over \$30,000 annually. The tannery has an engine of eight-horse power, and employs from seven to nine men. The products are upper, butt, calf-skin and harness leather, and 2,500 slaughtered hides and 1,500 calf-skins are tanned annually, most of which are finished and sold in and around this city. In connection with the business of tanner, Mr. Kienzle is also a manufacturer of soap, in which he has engaged four men. The factory building is 40x60 feet in dimensions, and has a boiler capacity of 15,000 pounds. He produces all kinds of laundry and family soaps, and has several special brands, one of the most popular being that known as the "Poor Man's Soap." His soap has a large sale, he annually manufacturing about 375,000 pounds, which is principally sold in this country. He also manufactures candles and is a general dealer in hides, lard, tallow and grease.

Mr. Kienzle, while a native of Germany, has spent the greater part of his life in this country. He is greatly respected by the citizens of Bridgeton, and for many years was the member of Council from his ward. His business career has been extremely successful, and it is not going too far to say in conclusion that those having dealings with the house of Mr. Kienzle, may depend that all transactions will be conducted upon a fair and honorable basis, he having sustained a reputation which remains untarnished after a career of over a quarter of a century.

**D. M. Foster**, Dry Goods, Groceries and Provisions, Northwest corner Walnut and Marion Streets.—There are several enterprises in the retail line of trade located off from the main business thoroughfares of Bridgeton that are deserving of some mention in this work. Among these there are probably none who are better able to cope with the trade in their immediate community than Mr. D. M. Foster, who occupies the store at the northwest corner of Walnut and Marion Streets. This was established by Mr. N. Getzinger in 1874, who continued it until purchased by

the present proprietor in 1876, who has since made many improvements in the character of the stock and attracted a very generous share of the patronage of that section of the city. He carries a full line of groceries, provisions and dry goods, in value about \$3,000 and including the many different articles common to a well-stocked store. The store is 18x40 feet in dimensions and conveniently arranged and conducted in a systematic manner. Mr. Foster is a native of Salem County, where he was born in 1849.

**Chas. S. Mulford**, Wholesale and Retail Dealer in Flour and Feed, foot of Broad Street, West Side.—Among the lately established houses of this city is that of Mr. Charles S. Mulford, who is engaged in the wholesale and retail flour and feed business. He opened his enterprise in March 1881, at 48 Church Street, and during the present spring removed to a more desirable location at the foot of Broad Street. He carries a full line of all the best brands of flour and endeavors to secure for his patrons the choicest to be found in the market. No misrepresentation is entered into to effect sales, as he fully appreciates the necessity, in face of the opposition in the city, of building up a thorough and reliable reputation. Mr. Mulford is a native of this county and is an affable and pleasant gentleman, prompt and courteous in his relations with those who patronize him.

**Henry Maier**, Manufacturer and Dealer in Cigars and Tobacco, 21 South Laurel Street.—Of the many establishments in this city devoted to the manufacture and sale of cigars and smokers' supplies, a prominent place is that owned and conducted by Mr. Henry Maier, at 21 South Laurel Street. It was established in 1875 by the present proprietor, with a small capital, which he has gradually increased, and is now recognized as one of the leaders in this branch of trade in Bridgeton. The retail store is well stocked with cigars, smoking and chewing tobacco, pipes and smokers' articles, the variety being large and embracing the finest goods in the market. The factory is in the rear and gives employment to three hands. Mr. Maier's popular cigars are known as the "Popular Free Smoker," and "Who's Been Here." Mr. Maier is a native of Camden County and has resided in Bridgeton twenty years.

**O. M. Allen**, Dentist, 8 West Commerce Street.—Prominent among the gentlemen engaged in the dental profession is Mr. O. M. Allen, who has been actively connected with it in Bridgeton since 1876, and for over ten years prior to that in New York State and New Jersey. He occupies handsome and convenient offices at No. 8 West Commerce Street and during the past three or four years he has experienced a considerable increase in his business. He has surrounded himself with all the appliances for the successful and painless extraction of teeth and patrons find that he gives them the very best attention. During the six years in business he has made the profession a study and is well informed upon all subjects bearing upon it. He personally attends to the manufacture of teeth and makes sets to order mounted upon any of the popular metals or compositions and, when completed, guarantees them to give the utmost satisfaction. Mr. Allen is from New York State and during the seven years' residence in this city he has won a large circle of friends, who esteem him as a citizen of integrity and enterprise.

**Martin Anderson.** Stoves, Heaters, Ranges, Steam-Heating Apparatus, Plumbing, Gas and Steam Fitting and Tin Work, 13 East Commerce Street.—Among the enterprises located in Bridgeton that occupy a prominent position is that of Mr. Martin Anderson, situated at 13 East Commerce Street. This house began operations in 1860, with a capital of \$1,000, the firm of Claypoole & Anderson being the founders. Both members gave their business undivided attention and practically labored in executing the work belonging to it. Their business gradually increased, and at the present time is the largest in the county. In 1875 Mr. Claypoole retired from the firm, and since that time the present proprietor has prosecuted the enterprise with signal ability and success. He occupies the entire building at the above number, which includes three stories and basement, with dimensions of 16x100 feet. He is a general dealer in stoves of all kinds, including every make and pattern from the large and serviceable cook to the elegant self-feeder for parlor use. There is in stock, or he manufactures to order, heaters and ranges of any desired size or pattern, and makes a specialty of the low-pressure steam heating apparatus, which have been placed in many buildings with satisfactory results. A large variety of tinware completes a stock that has no equal in the city, and in value reaches about \$9,000. Mr. Anderson makes a specialty of plumbing, gas and steam fitting, and is able to promptly and satisfactorily execute all work of this nature. The business is systematically conducted, and divided into three departments—tin, stove and steam fitting—requiring the employment of fifteen hands. The trade extends over the entire county, and is now in a most prosperous condition. Mr. Anderson was born in Oswego, N. Y., in 1839, and in 1855 entered business in that town. In 1860 he removed to Bridgeton, and with Mr. Claypoole formed the firm that continued without intermission until 1875. He has a capital of \$20,000, and does an annual business of \$25,000. Mr. Anderson is a wide-awake, thoroughgoing business man, prompt in his engagements, yet courteous and affable as well as straightforward in his dealings, and occupies a high position in business circles of the town.

**Davis Hotel,** Jackson Briant, Proprietor, corner of Commerce and Laurel Streets.—Bridgeton, from its geographical position and the great central point of an extensive producing district and also the seat of justice of Cumberland County, attracts toward it great numbers of traveling men, merchants and others, for whose accommodation there are several first-class hotels, the most prominent and best-known being the Davis Hotel, of which Mr. Jackson Briant is the proprietor. This house, situated at the corner of Commerce and Laurel Streets, occupies the most central position in the city, but a few blocks from the depots of either the West Jersey or New Jersey Southern Railroads, two squares from the Court House and less than half a square from the county offices, makes it the most convenient stopping-place for all classes of travelers. The main portion of the hotel is a three-story building with a large four-story wing, built about ten years ago, in all containing fifty-eight rooms. In its interior furnishings, decorations and appointments, it is the most complete hotel in South Jersey. Every improvement that has been brought out in the past few years for the comfort and convenience of hotel guests has been introduced into the Davis. The table is amply supplied with all the

tempting viands, and its service is of most excellent order. Traveling companies will find that this house offers superior inducements for their patronage and is located within a half square of the new opera house. Mr. Briant was almost born to the business of hotel keeping, so well is he versed in the essential points of a successful host. He was formerly proprietor of the Davis Hotel in Philadelphia, and more recently of the Nelson House at Salen. He is popular and well known, and under his capable and efficient management the "Davis" has become the favorite resort and its name better known outside of Bridgeton than any house in the city. Mr. Briant has gained hosts of friends by his courtesy and the great interest he always takes in the care, comfort and convenience of his guests.

**D. Bacon & Son,** Hardware and Agricultural Implements, and Sole Agents in Cumberland County for Walter A. Wood's Mowing and Reaping Machine Co., corner Commerce and Atlantic Streets.—The many industries located in Bridgeton and surrounding county have made the hardware trade a very important one, while the large agricultural district of Cumberland County has given a similar impetus to the agricultural implement trade. The leading house in these two features is that of D. Bacon & Son, who occupy the eligible location at the southeast corner of Commerce and Atlantic Streets, convenient alike for the city and country trade. This house was established about 1845 by Mr. H. J. Mulford, who continued to conduct it for many years. In 1861 the senior of the present firm, Mr. Daniel Bacon, succeeded to the business and from time to time has added to the facilities and stock until at the present it is probably the best-supplied establishment in the city. The building has a front of eighteen feet and extends to a depth of sixty-three feet, with a back building seventeen by forty-seven feet. The specialty of trade is hardware and agricultural implements and his display of shelf goods and small wares, tools, etc., is an unusually fine one and fully up to the best standard. These goods are so numerous that it would be useless to attempt to enumerate them, but suffice to say there is included everything that is common to a well-stocked establishment of this kind. The line of agricultural implements is large and embraces all the utensils in use by farmers and of the best manufacture. Agricultural tools of all kinds are carried, making this house a most desirable one for the farmers of the surrounding country to form business relations with. Both members of the firm are natives of this city and are justly esteemed as upright and energetic business men and private citizens of sterling worth and integrity.

**D. P. Mulford & Son,** Field and Garden Seeds, Coal, Grain, Fertilizers, etc., 10 East Commerce Street.—Thoroughly identified with the above business will be found the firm of D. P. Mulford & Son, who succeeded Dare & Mulford, whose long connections with this branch of trade have made their name known throughout the entire county and gives them connection with an increased and lucrative patronage. The stand was established about twenty-five years ago by Dare & Mulford, the latter being the senior of the present firm, and by them continued alone until about eight years ago, when D. P. Mulford, Jr., became associated with his father, Mr. Dare retiring. They occupy a central location, the office and seed store being at 10 East Commerce Street.

Their warehouse is in dimensions 40x50 feet, to which they moved in March last, and is located on the wharf, convenient for the shipment and receipt of their specialties. They are general dealers in coal, fertilizers, grain, field and garden seeds and in each of these they have a good trade. They are also special agents for the Olive chilled plows, one of the best plows now manufactured and are now introducing them very generally throughout the country. Both gentlemen are natives of the county and widely esteemed as upright and enterprising citizens.

**Cumberland Mutual Fire Insurance Company,** Office, 107 East Commerce Street.—The necessity of selecting good companies is imperative, not only in order to the security to the individual property insured, but quite as much for the general protection of the public from weak and mismanaged concerns. In this connection we wish to introduce the time-honored Cumberland Mutual Fire Insurance Company, of Bridgeton, N. J. This company was inaugurated February, 23d, 1844, and commenced business in May following. The Company has been always successfully conducted and during its entire history has levied but one assessment. In a circular recently issued by them the plan of the Company's insurance is plainly made, showing that it is strictly mutual, all the insured becoming members and paying the same premium for the same risk, as nearly as may be. Depositing at the issuing of the policy a cash payment which insures absolutely for one year and a premium note for the continuance of the insurance, instead of the cash premium yearly, that fund remaining in their own hands. The following rates have been adopted, which experience has shown will be sufficient on all farm risks or detached properties. For a policy issuing for ten years on one thousand dollars, cash payment ten dollars; note one hundred dollars. For a policy issuing for five years on one thousand dollars, cash payment seven and a half dollars; note fifty dollars. For a policy issuing for three years on one thousand dollars, cash payment five dollars; note thirty dollars. The cost will be on the ten years' policy ten cents on the hundred dollars per year. If a call for a two and a half per cent. were made it would be twelve and a half cents per year and if five per cent. were called it would then cost fifteen cents per year and the shorter terms in proportion as above, will show any member the probable cost. More hazardous risks will be taken on equally favorable terms. With nearly 8,500 members and guarantee fund of premium notes of more than \$2,000,000, and a cash fund of \$40,000, it is believed that no insurance can be offered on safer or better terms. Damages by lightning will be paid whether fire is kindled or not and if live stock is insured the loss by lightning will be paid if on the premises insured. All losses will be liberally and promptly settled. The Company is in the hands of an efficient board of officers, of which Mr. D. P. Elmer is President and Mr. H. B. Lupton is Secretary, a position he has filled since the formation of the Company. For thirty-eight years Mr. Benjamin Shepard was President and he was succeeded by the present incumbent. The office is at 107 East Commerce Street, where they own a handsome two-story building, 25x40 feet in dimensions. The Company has responsible agents throughout this section of the State and its business has become of great proportions. During their whole history the losses have been honorably adjusted and promptly paid and we can, therefore, recommend them to the public as an insti-

tution in every way reliable and trustworthy, the mere mention of whose name is a synonym of security and protection.

**McBride & Mulford,** Hay and Straw, Coal and Agricultural Implements, foot of Broad Street.—Cumberland County, of which Bridgeton is the county seat, is devoted largely to agriculture, the farmers being a thrifty and industrious class. The supplying of them with the necessary machinery to rapidly and successfully conduct their vocation, has grown to be a representative business, and this city is the location of several reputable houses devoted to this trade. Among them is that of McBride & Mulford, located at the foot of Broad Street, where there is to be found a general variety of all kinds of agricultural machinery. They are the special agents for the well-known Buckeye Mower and Adriance Reaper, that have an enviable reputation throughout the whole country, and wherever used take the lead among other machines. Independent of this agency, they control the sale of a number of other implements, including horse-powers and threshers, fan mills, cultivators, plows, harrows, grain drills, binders, etc., and have always in stock a large assortment. A special department of their business is the sale of coal, they keeping in stock a large quantity from the favorite Lehigh and Schuylkill mines. This they well screen and pick before delivery and guarantee a pure article and full weight. This stand is one of the oldest in the county and came under the proprietorship of Mr. McBride about eighteen years ago. The present firm was recently organized. The building and ground occupies a plot 100x80 feet and the coal yard on the creek is 100 feet square. The firm press and ship large quantities of hay and straw and occupy the foremost position in this trade. Both members of the firm are natives of Bridgeton and are gentlemen very greatly esteemed alike in business and social circles. Mr. David McBride was Sheriff of Cumberland County for three years, his term of office closing in November, 1881, and during his occupancy of it he was recognized as one of the most efficient officials the county ever had. Mr. Charles E. Mulford for many years was a contractor and builder, and many of the prominent buildings of the city were built by him.

**William E. Service,** Photographer, 71 East Commerce Street.—An artist who understands the various details and minor requisites to complete a satisfactory photograph is entitled to high rank in his profession, and such a one we can recommend in the person of Mr. William E. Service, at 71 East Commerce Street. This gallery was established about 1864, by M. C. Edwards, and has passed through several hands into the present proprietor's in 1878. He occupies two stories, with five rooms, the whole having dimensions of 20x60 feet. The first floor is devoted to the general business, while on the upper floors are the parlor and operating-room. The former is furnished with every convenience for comfort, and the operating-room, personally in charge of Mr. Service, is supplied with every facility for doing first-class work. Mr. Service executes every kind of work and makes a specialty of portraits and landscape pictures, in either of which he has no equal in this city. Mr. Service has about \$2,500 invested in the business and employs three to four hands to assist him. He is a native of Pennsylvania and has been a resident of Bridgeton for about four years.

**M. G. Belford**, China, Queens and Glassware, 96 East Commerce Street.—The above business has an able representative in the person of Mr. Belford, who has thoroughly made himself acquainted with every essential point that is necessary to conduct it successfully. The house was established by M. G. Carston in 1865, and though he built up a large trade, by some means it was permitted to decline, and when it passed out of his hands in the early part of 1878, it was but a skeleton of what it should have been. His successors were the firm of Grosscup, Mulford & Laning, who only retained it long enough to dispose of it to Mr. Belford, he taking possession April 29th, 1878. Knowing that the citizens of Bridgeton would liberally support an establishment keeping a stock that embraced a full line of all goods in this line, he fitted the establishment with a variety of superior quality and in quantity reaching fully \$3,000. This stock now includes a handsome assortment of china, for dinner and tea uses and queens and glassware of the most extended and excellent variety. His store at 96 East Commerce Street is centrally located and well adapted for this particular trade. In dimensions it is 20x55 feet and he has fitted it throughout with every convenience to facilitate the business. Mr. Belford was born in Juniata County, Pa., in 1848, and came to this city about ten years since. He is a wide-awake, energetic and reliable young man, thoroughly conversant with the details and requirements of the business in which he is engaged.

**John Ogden**, Dealer in Marble and Blue Stone, 101 East Commerce Street.—The leading gentleman in the marble and stone business in Bridgeton is Mr. John Ogden, who occupies a most desirable site at 101 East Commerce Street. The enterprise controlled by this gentleman was established by Gibson & Applegate in 1865, on Laurel Street, and after the former had succeeded the firm, it was removed in 1870 to the present location. Mr. Gibson continued the business until August 7th, 1878, when Mr. Ogden purchased it and at once brought to it energy and tact that has made itself felt in increased trade. The plot of ground occupied has a front of twenty feet on Commerce Street and extends back a distance of one hundred and twenty feet, with a lot adjoining forming the base of an "L," 85x25 feet. Upon this there is a neat and commodious building, well fitted with the necessary requirements for handling marble. Mr. Ogden carries a large stock of marble of all kinds and manufactures monuments, head-stones, mantels, washstands, bureau tops and does paving and curbing, and supplies materials of all kinds in his line for building work. During the past three years the business has increased one hundred per cent. and gives evidence of still further enlarging. Mr. Ogden was born in Cumberland County in 1848, and is emphatically a self-made man, having succeeded in a marked degree in winning the respect and esteem of his fellow-citizens, at the same time rising from humble beginning to a position among the responsible business men of the city.

**John McPherson**, Furniture, Carpets, Oil Cloths and General Undertaker, 32 East Commerce Street.—Occupying the very foremost position among the enterprising business men is found Mr. John McPherson,

who, in the management of his particular concern, has done much to make the city a desirable purchasing centre. He is engaged in the furniture trade and occupies a handsome and commodious three-story building at 32 East Commerce Street. This structure has a front of twenty feet and extending to a depth of one hundred and eighteen, making a salesroom of magnificent proportions. The entire building is occupied with an attractive display of elegant and tasteful furniture, comprising the most comprehensive stock in the city, consisting of handsome parlor, reception-room and chamber suites in walnut, mahogany and other popular woods, which are shown in all the most fashionable styles and unique designs of upholsterers' art. There is also a full variety of furniture for dining room and kitchen use and for furnishing all departments of a household. Mr. McPherson keeps in stock a line of carpets and oil-cloths of popular qualities and patterns. Mr. McPherson is a native of Burlington, N. J., and came to this city in 1869, at which time he began the present enterprise. Though started with a small capital and a correspondingly small stock, by hard work he has reached the present position, and now carries a stock valued at \$16,000 and commands the greater part of the best patronage of this city and surrounding county. In the various departments he employs six hands and personally gives to the business his entire attention.

**Charles Hunt**, Manufacturer of Amber Sugar, Cane Sugar, Bowentown Road, Third Ward.—In showing to the outside world the many and varied industries of Bridgeton, that of which this article will briefly treat, is one that might possibly escape the general notice. We would desire to give it the prominence which it deserves, as it is doubtless the nucleus of what, in the near future, will attain to considerable proportions. Mr. Hunt first began to manufacture sugar in Trinidad, W. I., British Possessions, and continued there engaged in that enterprise for thirteen years, and fifteen years ago came to Bridgeton, purchasing a farm on what is known as Bowentown Road, within the limits of the Third Ward. For some years he did not engage in the business, but in 1881 placed twenty acres in amber sugar cane. The season, owing to the drought, proved to be an unfavorable one, although he manufactured about fifteen hundred gallons of syrup. This article sells for about sixty cents per gallon, and netted him about eighty-five gallons, and from twenty to twenty-five puncheons per acre, which is about equal to the corn production. The present year he expects to cultivate about fifty acres and to increase very greatly his facilities for manufacturing. With a regular season this crop will bring the manufacturer from \$75 to \$100 per acre. Although a new venture, Mr. Hunt has faith that he can make it a decided success, the climate and land in this section, in his opinion, being well adapted for the cultivation of the cane. The syrup manufactured by him is very fine, and, as his facilities are improved, it is believed that the production will be of the highest. Mr. Hunt was born in Delaware County, Pa., in 1816, and in introducing this enterprise at this late period in his life, fully attests that he is a man of energy and business tact. He is a gentleman widely esteemed and enjoys the respect of a large circle.

## CITY OF MILLVILLE.

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AN IMPORTANT INDUSTRIAL POINT, EXTENSIVELY ENGAGED IN THE MANUFACTURE OF GLASS,  
COTTON FABRICS AND IRON.—LOCATED EQUIDISTANT BETWEEN PHILADELPHIA  
AND CAPE MAY, ON THE WEST JERSEY RAILROAD.

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Equidistant between the city of Philadelphia and Cape May is located one of the most important glass manufacturing towns in New Jersey and it is emphatically a centre of industrial thrift. Millville is situated in Cumberland County, at the head of navigation on the Maurice River, which empties into Delaware Bay. This river derives its name from the fact that in Colonial times the ship "Prince Maurice" was burnt upon it by the savages. The present site of the city of Millville was known as Maurice River Bridge until 1796 when the land was purchased by a party of gentlemen, comprising Joseph Buck, Ezekiel Foster, Robert Smith and Eli Elmer. For many years prior to this time a tavern had stood here and though there were but few houses in the immediate vicinity the place was much visited. Early in its history it was selected as a desirable place for the manufacture of glass and works were established here soon after the beginning of the present century. An abundance of sand and wood made this industry a success almost from its very start and from these works and others the town received the name of Millville. A visitor to Millville in 1833 describes the place as having about sixty dwellings, four or five stores, a furnace belonging to Mr. D. C. Wood and extensive glass works belonging to Messrs. Burgin and Pearsell, consisting of two factories, one containing an eight and the other a seven-pot furnace, employed chiefly in the manufacture of bottles, demijohns, carboys and the various kinds of vials used by druggists and apothecaries and keeping from seventy-five to one hundred men at work. In 1843 it contained about one hundred and fifty dwellings and three churches, Baptist, Methodist and Presbyterian.

Millville of to-day is an active manufacturing city, there being here located very extensive cotton mills, iron and glass works. The two former are owned and controlled by R. D. Wood & Sons, who have been engaged here for many years and are widely known throughout the country. For the purpose of providing their works with ample power the firm, some years ago, dammed the Maurice River a few miles above the city, and have now one of the finest water-powers in Southern Jersey. The cotton mills employ a very large number of hands and have added very much to the wealth and prosperity of Millville. At the iron works of this firm were cast the immense wheels in use at the Fairmount water-works. The other leading industry of the city is the manufacture of glass which is carried on here in a most extensive manner by the firm of Whitall, Tatem & Co., who employ some thirteen hundred persons. They produce everything in glass hollow-ware as well as the specialties in use by chemists and druggists.

The city is governed by a Mayor and a Council, composed of members from each of the three wards. There are a number of churches, representing the different religious denominations and an excellent system of public schools. The town has three newspapers, the oldest being the *Republican*, which was first issued in 1864. It is a weekly paper, Republican in politics and published on Friday, by John W. Newlin, its founder and the present postmaster of the city. The *Millville Herald* is published every Thursday, by H. C. Whitaker & Son. It was first issued in 1872 and is Democratic in politics. The *Gazette* was established in 1882 and is a weekly.

Millville is surrounded with land that is common to many portions of Southern Jersey, the greater portion of it being covered with pine and underbush and very little utilized for farming purposes. The residences of the inhabitants are generally of a very neat and comfortable order, and the streets are wide and kept in reasonably good condition. Wilson's Opera House provides ample accommodations for public entertainment and is frequently occupied by traveling combinations. Though the city, by a vote of the people, does not license the sale of liquors, they have a public house—the Doughty—the equal of any in this section. Stage lines making trips each way, twice daily, between Millville and Bridgeton, the county seat, provide the people with facilities for the prompt transaction of business between those two points. The population is as follows: 1850, 2,332; 1860, 3,932; 1870, 6,101; 1880, 8,000. The prominent industries are as follows:

**Millville Mutual Marine and Fire Insurance Company**, office, Main Street.—The subject of fire insurance is one that interests business men, and no prudent gentleman, either in public or private life, who has money values or property, would neglect to make some provisions against a possible loss. In making such provision the first essential point is the selection of a first-class, reliable company, one that has stood the trials of business life for a long term of years and has installed itself into the confidence of the community by an honorable and upright course.

One of the strongest and most reliable companies in the State is the Millville Mutual Marine and Fire Insurance Company, of Millville, N. J., which had its origin in 1867. The Company conducted both the stock and mutual plan, and its business, through the numerous agents, extends throughout the entire country east of the Mississippi. This wide expanse of risks, however, proved disastrous to the finances of the Company, they meeting with numerous heavy losses, and which resulted in their withdrawing from the field outside of the State and effecting a complete reorganization.

October 26th, 1880, after paying off the heavy losses, the Company recommenced operations and confuted themselves to mutual business alone, and that entirely within the State. Having succeeded in paying all its liabilities and securing an actual net available surplus of over \$30,000, the directors announced that they believed they could offer to all parties who desire insurance, not only low rates and unquestioned security, but much greater possibility of immunity from assessment for years to come, than other companies, since their surplus is large enough to pay all probable losses on policies then in force, until their expiration without any dependence on receipts from new business—a condition of things that can be shown by but few companies in the State.

The new Board of Directors at once pledged an economical management and a careful supervision of the business and would continue in the future, as in the past, to act on the principle of prompt payment of honest losses, without seeking to evade them on technical grounds.

The Millville Company conducts a marine department, insuring vessel property at low rates and favorable form of policies.

The annual report of the company for 1882 gives the following showing: Net premiums, fire, \$4,541.09; net premiums, marine, \$15,675.88; total premiums, \$20,216.97. Losses, fire, \$3,186.82; marine, \$3,497.82; expenses, \$3,216.50; total, \$9,901.13. Gain of premiums over losses, \$10,315.84. Of the fire losses only \$225 have occurred on the new business. Amount of fire risk, \$3,515,987.25. Loss for each \$1,000 at risk per year, .9005. This showing is a most excellent one and places the company on a most substantial basis.

The Company takes no risks outside of the State; none except on the mutual plan; no extra hazardous risks, such as steam saw-mills, planing-mills, sash factories, oil-cloth factories, etc., and carefully examine them before issuing the policies.

The officers are gentlemen well-known in Millville and throughout South Jersey, and represent some of the most substantial business men in South Jersey. They are as follows: President, Francis Reeves; Secretary, R. L. Howell; Treasurer, Lewis Mulford; Directors, Dr. G. W. Bailey, Wenonah; A. W. Clement, Haddonfield; Hon. George B. Langley, Lewis Mulford, John W. Newlin, Francis

Reeves and R. L. Howell, Millville; Hon. William Plummer, Salem, and Jere Smith, Camden. The Executive Committee is composed of the Millville members of the Board.

Managed by so proficient a corps, to whose probity and discernment is added the advice of a board of directors, who are chosen from among the leading citizens in various pursuits, who have made its career so brilliant in the past; a more favorable condition of general finance and trade must redound to its benefit to a marked degree, and insure a growth and importance commensurate with the ability of its management and liberal policy.

**Tom Ludlam**, Dry Goods and Notions, High Street.—When we remember how many merchants have risen to prominence by strict honesty, square dealing and legitimate exercise of advantages they may possess, how inexcusable are what are known as "the tricks of trade," to which so many resort and that in the end always prove disastrous to the success of the house. Among the former must be classed Mr. Thomas Ludlam, who has been engaged in the dry goods and notions trade for about fourteen years and is now located in the attractive store on High Street. The taste and ability of the proprietor is evinced by a very superior stock of dry goods, including a fine line of silks, dress goods, muslins, etc., as well as a variety of notions of the better class. It is safe to assert that no establishment in Millville possesses a finer grade of goods than is displayed at this house, or exercises a greater care in the selection of their stock. Employing three assistants, patrons of the house receive prompt and considerate attention and rarely fail to meet with the fullest satisfaction. Mr. Ludlam was born in Millville and here he has spent his entire life. Few citizens of the town are more highly respected or better known, he possessing the faculty of making friends with all classes. His establishment occupies the leading place in the dry goods trade and is well worthy the most liberal patronage of the residents of Millville.

**A. Brandriff**, Stoves, Ranges and Tinware, Main Street.—One of the leading establishments in the mercantile trade of Millville is that of Mr. A. Brandriff, who is the most extensive dealer in stoves, ranges, tinware, etc., in the city. The house was established about twenty years ago by Shaw & Dare, and they were succeeded by A. Brandriff, the present owner. He occupies the first and second floors, and this area is fully utilized by his growing business. His stock is large, varied and valuable, and includes parlor, cook and office stoves, furnaces, heaters, ranges, etc., of the leading manufacturers of the country. The store is well adapted to the purpose, embracing an area of 30x60 feet, and is stocked with goods to the fullest capacity. The second floor is used for the manufacture of tinware and for general repairing work. He also carries a large variety of japanned ware, cutlery, brushes, lamps, notions, etc., and transacts a trade reaching a very large amount. He does a large business in roofing and spouting, takes large or small contracts, filling them promptly at reasonable prices. He employs five hands and is the largest dealer in this section of the country. Mr. Alfred Brandriff is a native of Millville. He is a gentleman widely esteemed as a public-spirited citizen and among the most enterprising of Millville's business men.



**N. Stratton**, General Store, Main Street.—Hon. Nathaniel Stratton, the subject of this sketch, is one of the leading citizens of South Jersey, and is widely known throughout the State. He was born in Millville in 1812, and during his lifetime of seventy years has always lived there, and been connected with every movement for the advancement and prosperity of his native place. For many years he was engaged in mercantile pursuits, but the manifold duties connected with his interests outside caused him to retire from active life in this respect. After being elected to several local offices in his own town, he was chosen Sheriff of Cumberland County in 1854 and filled the office for a full term of three years, relinquishing it in 1857. His ability to execute public trusts did not permit him to remain long in private life, as in 1859 he was elected to the State Senate, as a Democrat, notwithstanding the county has always been largely Republican. He was a member of the Senate during the sessions of 1860, 1861 and 1862, the most trying times in the history of this country. He was an active promoter of the laws that enabled our State to take such a noble part in the Rebellion, and was looked upon at that time as one of the ablest men in the Senate. In 1864 the Democrats made him their nominee for Congress, and he came within five hundred of being elected in a district that gave majorities for his opponents ranging from 3,000 to 6,000. Upon the establishment of the National Bank in Millville he was its first President, and continued to fill the office for eight years. He was one of the promoters, and in the first Board of Directors, of the Millville Mutual Marine and Fire Insurance Company. After having spent several years outside of mercantile business, he, in 1881, re-entered it, by purchasing the business in which now engaged on Main Street. This stand is about sixty years old, and was one of the early stores of Millville. He conducts a general store, including dry goods, groceries, boots, shoes and gents' furnishing goods. This stock reaches a value of \$2,500 and well worthy a visit. Mr. Stratton, while one of the best known, is also one of the most honored and respected of the citizens of Cumberland County.

**Wilson & Co.**, Ready-made Clothing, Hats, Caps, Boots and Shoes and Gents' Furnishing Goods, High Street.—Prominent among the business houses of Millville is that of Wilson & Co., who conduct a general business in the line of ready-made clothing, boots and shoes, etc. This house is located in Wilson Building, under Wilson's New Opera House, on High Street, and has an area of about 18x60 feet, which is well stocked with an admirable assortment of their speciality of goods. The assortment of ready-made clothing embraces a full line of dress and business suits for gentlemen's wear, as well as neat goods for youths', boys' and children's use. No house in Millville carry a better class of goods or are better able to give bargains to their patrons. The house has a large stock of boots and shoes for gentlemen's, youths', misses' and children's wear. Mr. James L. Wilson, the proprietor of the house, is a native of Millville, and is well known throughout the country. For three years he was Sheriff of Cumberland County and filled the office with credit to himself and honor to the party that elected him. He established this house in September, 1879, and has met with a gratifying success. He is also proprietor of Wilson's Opera House, new, attractive and convenient, and the only opera house in the city; is complete and modern in all appointments, with seating capacity of

1,000; seated with improved opera chairs, lighted with gas, good ventilation, fine acoustic property, new and elegant scenery, stage appointments and furniture. For particulars and dates, address James L. Wilson, Millville, N. J.

**J. H. Diamant**, Groceries and Provisions, Main Street, below High.—One of the largest stores in Millville devoted to the sale of groceries, provisions and ship chandlery is that conducted by Mr. J. H. Diamant, which occupies the store on the south side of Main Street, near the bridge crossing Maurice River. This establishment dates its origin back many years, its first proprietor being a gentleman named Leake. From him to Mr. Diamant, who purchased it seven years ago, there were many changes and the store experienced various stages of prosperity. It is a large establishment, being 30x65 feet in dimensions and well adapted for the business for which it is now employed. Mr. Diamant carries an exceedingly large stock, including a full assortment of groceries and provisions. He makes a specialty of vessel stores and controls much of the trade that reaches Millville. His stock is probably the largest carried by any establishment in the city and is being constantly replenished from the leading wholesale houses of Philadelphia. Mr. Diamant was born in Salem County, this State, and was engaged there in the milling business for twenty-five years. Ten years ago he removed to Millville and in 1875 entered the present business. He has not only built up a permanent and growing business, but established a character for fair and square dealing and courteous manners, which has gained the esteem of a wide circle of friends and patrons.

**B. B. Weatherby**, Furniture, Carpets, Wall Paper and General Undertaker, High Street, near Doughty House.—The well-known house of Mr. B. B. Weatherby whose elegant business edifice is located on High Street, near the Doughty House, is a prominent feature of this community. The building is of brick, two stories in height, and in dimensions about 34x74 feet. The business was established many years ago and during 1881 he erected the attractive edifice, as above located, to which he removed December 10th last. He is the most extensive dealer in furniture and carpets in this section of the county and his warerooms are stocked with parlor, drawing-room, dining-room, library and chamber sets in great variety of style and pattern, at prices as low as the same goods can be bought in any city markets. The carpet department on the second floor is rich in new and attractive patterns in Brussels, ingrain, three-ply, rag and the various other varieties now in general use. In wall paper, oil cloths and window shades, the house has a stock much in advance of that carried by any establishment in the city and embraces all that is new in these goods. Mr. Weatherby is the agent of the Household Sewing Machine, as well as for pianos and organs, and is fully prepared to offer unexcelled inducements in either of these articles. As a general undertaker, Mr. Weatherby is widely known, he giving prompt and careful attention to all demands for his services in this direction and providing everything for the service. This gentleman, as may be seen at once from his enterprise, has identified himself thoroughly with the industrial interests of this community and in the special department of business to which he gives his attention, he stands pre-eminent and largely aids in fostering the general good.

**Francis Reeves**, Lumber, Doors, Sash, Coal, Lime, Phosphate, etc., Main Street, near the Bridge.

—For several years prior to January 1st, 1882, Mr. Reeves was a member of the firm of Mulford & Reeves, at which time he came into possession of the entire business. He sells all kinds of lumber and general building material, inclusive of doors, sash, blinds, shutters, mouldings, brick, lime, etc. The warehouse and yards, located directly on Maurice River, at Main Street bridge, contain facilities for the handling and storage of the largest quantities of materials, which is disposed of annually on the most liberal terms. He is also largely engaged as a contractor and builder, and is ready to make estimates on work of all kinds. From a coal yard well stocked with this favorite fuel direct from the mines, he supplies the citizens of Millville and surrounding country with coal that possesses the qualities of being thoroughly screened and slated. He employs an average of twenty hands in prosecuting his enterprise, and is therefore able to compete with any similar concern in the county. Mr. Reeves is well known as one of the strongest, most responsible business men of the community, and fills his contracts promptly and with perfect satisfaction to his large and continually increasing circle of customers. Mr. Reeves was born in Millville, where he has lived his entire life. He has long been connected with the prosperity of the town, and is now President of the Millville Mutual Marine and Fire Insurance Company.

**Lewis Kurtz & Son**, Manufacturers of Cigars, High Street.—Messrs. Lewis Kurtz & Son, who are located in a neat store on High Street, are the leading tobacco dealers in Millville. The establishment was started in 1866 by Mr. Lewis Kurtz, who continued the business alone until 1872 when he admitted his two sons and a year later Herman left the firm and commenced to manufacture for himself. The factory is located on the second floor, where they employ eight hands and annually manufacture over 300,000 cigars, including many of the best brands in the market. Their facilities for producing such a large quantity of these goods enables them to purchase the leaf direct from growers, securing the most favorable terms. The retail department is stocked with the choicest of their manufacture and smokers are always sure of securing an excellent cigar of them. They carry a full stock of chewing tobacco. Their wholesale trade extends through South Jersey and to several houses in Philadelphia. The senior is Mr. Lewis Kurtz and the junior, Mr. Charles Kurtz, both of whom are natives of Germany. They came to Millville in 1866 and have since that time continued in business.

**O. W. Worstall**, Proprietor of General Store, Ship Yard, Saw Mill and Acid Mill, Main Street.—Mr. O. W. Worstall is extensively engaged in various enterprises and conducts a large general store on Main Street, Millville, near the bridge, where he carries a stock that equals in size any in the city, and embraces a choice assortment of dry goods, provisions, queensware, wooden and willow ware, and the numerous articles that are usually found in a well-stocked establishment. The store is one of the oldest in the town and for five years has been under the proprietorship of Mr. Worstall, and now necessitates the employment of three hands. Mr. Worstall is also largely engaged in boat building, the yard being located on the west bank of the Maurice River, near the Main Street bridge. He builds vessels of various tonnage,

and has employed an average of twenty hands, which, of itself, forms an important industry. At Bucksbutem, Cumberland County, he has a large saw mill, wherein are engaged five men, and adjacent to this he conducts an acid mill, where he manufactures alcohol from oak wood, and employs four hands. Independent of these enterprises, he yearly cuts a large amount of cord wood, keeping in employment a vast number of men. Mr. Worstall was born in Bucks County, Pa., and has lived in Millville five years. Notwithstanding the manifold duties that his extensive business interests bring to him, he does not sacrifice the interests of a single concern, but gives to each the necessary attention to insure its success, conducting his business upon an upright and liberal basis and quick to avail himself of every idea promising improvement or advancement.

**Ludlam & Lippincott**, Druggists and Stationers, corner Main and High Streets.—Prominent among the houses of this city is that conducted by the firm of Ludlam & Lippincott, general druggists and stationers, located at the corner of Main and High Streets. It is one of the oldest stores in the town, it having been established about thirty years ago, by Ludlam & Mulford. After eight months, Mr. Mulford retired, and the business was conducted by the senior for many years. In 1880 the present young and enterprising firm succeeded, and since that time it has been conducted on a much larger scale. The store has a front of twenty-two feet and a depth of sixty feet, and is thoroughly well stocked with a full line of drugs, chemicals, druggists' sundries, paints, oils, varnishes, toilet articles, books and stationery of all kinds. Possessing the largest trade in the city in these goods they, of necessity, are compelled to maintain an excellent stock of the best and purest to be found in the market. Everything that is common with a first-class drug and stationery establishment will here be found in profusion and of quality to meet the tastes of the most exacting. Their prescription department receives their personal attention and accuracy and satisfaction is at all times guaranteed. The individual members of the firm are Messrs. Mulford Ludlam and Henry Lippincott, both natives of Millville, and men just about entering the prime of life.

**D. W. Carpenter**, Photographer, High Street.—This branch of trade has undergone many radical changes within the past few years and it has now reached a degree of perfection that entitles it to marked consideration. In this profession, Mr. D. W. Carpenter occupies the leading position in Millville, he having been located here for many years. His galleries on High Street are handsomely and attractively arranged and are furnished with every modern appliance for the successful prosecution of photography in every branch, particularly for the many new styles that are now so attractive. Mr. Carpenter executes work of all kinds, from the large-sized crayon to the smallest card picture and his productions are of recognized merit, he having the excellent faculty of producing good effects. Possessed of an extensive variety of scenes and backgrounds, he is able to produce the choicest cabinet sittings and finished in the highest style of art. Ladies visiting his galleries receive the politest and most considerate attention and very rarely fail of being satisfied in getting first-class work. Mr. Carpenter is a gentleman esteemed and respected by all and has a large list of patrons.

**S. P. Blanchard,** Ready-Made Clothing, Gents' Furnishing Goods, etc., Main Street.—The oldest clothing stand in Millville, is that now occupied by Mr. S. P. Blanchard, on Main Street, next door to the Doughty House. The present proprietor succeeded to the business in 1881, and during the past year has considerably enlarged the trade, by providing a more extensive and better class of goods. The store is filled to repletion with the assortment of ready-made clothing, gents' furnishing goods, hats, caps, trunks, valises, etc. In clothing he has suits of all qualities, and to fit men, youths and children. A prominent feature of Mr. Blanchard's trade is the manufacture of clothing to order, he taking measures and having them made-up in Philadelphia. These goods he guarantees to be equal to the best produced by the leading merchant tailors of the city, and instances are very few when they fail of giving satisfaction. Persons desiring clothing or furnishing goods, will find at this establishment a very superior line and well worthy of inspection. Mr. Blanchard was born in Maine in 1838, and has been a resident of Millville for several years.

**J. W. Shaw,** Groceries and Confectionery, corner of High and Pine Streets.—Among the grocery establishments of Millville there is no one that presents a more attractive appearance than that conducted by Mr. J. W. Shaw, located on the corner of High and Pine Streets. The store is of good size and stocked from front to rear with a choice assortment of goods, including fine and staple groceries, canned goods, provisions, confectionery and foreign and domestic fruits. These goods have been selected with a discriminating care, especially to meet the demands of an exacting trade, and are daily being replenished. His line of confectionery is of the choicest, and are manufactured by persons having a regard to the quality and purity of the goods they place on the market. Mr. Shaw has been in business for several years and has now a very desirable trade. He employs two hands and delivers goods to any part of the city free of charge. Mr. Shaw is an enterprising wide-awake and energetic young man, and in the line of the business in which he is engaged, he stands pre-eminently in the front rank and his prospects for the future are most encouraging. He is a native of Millville.

**E. Galloway,** Millinery and Notions, High Street.—One of the most important establishments to a lady shopper is that of the milliner, as no part of her apparel receives so much consideration as that for the head. The ladies of Millville have a most attractive store in that conducted by Miss E. Galloway, who is located on High Street in a most desirable situation. This store is about ten years old, and has been under the management of the present proprietor since last year. The prominent feature is the millinery department, where may be seen at all times a general and varied line of seasonable and fashionable millinery of the latest New York and Philadelphia styles, beautiful in their arrangement of feathers and flowers, delicate and lovely to look upon. These goods are all gotten up in the highest taste, rich and elaborate, the designs and styles being in such variety that without much difficulty a becoming hat or bonnet can be selected. Those who may desire to have these articles made to order from a special style or in any particular manner, can be accommodated without delay, as six experienced and skilled attendants are always engaged in this department during each season.

**Henry Bomhoff,** Boots and Shoes, High Street.—Conspicuous among the mercantile houses of Millville is that of Mr. Henry Bomhoff, dealer in boots and shoes. This gentleman has been connected with this trade for some time and is thoroughly conversant with it in every detail. His establishment is conveniently arranged in the most systematic manner and filled in every department with a choice stock of boots, shoes and rubber goods. An experience of many years in this particular branch eminently fits him to take a leading position among the dealers of Millville, while the utmost confidence he enjoys among its people, guarantees to all who visit his establishment fair dealing and good bargains. His grade of goods are the best and include every make and style of boots and shoes, from the heavy outdoor boot for men to the finest and daintiest made shoes for ladies' wear. A specialty is made of custom work and repairing, ten hands being engaged in this department. Persons preferring to have their footwear made to order will find that Mr. Bomhoff thoroughly understands the principles of making a well-fitting shoe and guarantees all work emanating from his hands.

**W. H. Van Gilder,** Monumental Marble Works, corner High and Pine Streets.—The leading monumental and marble works in Millville is that conducted by Mr. W. H. Van Gilder and located at the corner of High and Pine Streets. This yard was established a number of years ago and in 1880 came under the proprietorship of this gentleman, who has enlarged the facilities and added a much greater amount of material, thus making it decidedly the most extensive yard in this section. He manufactures all kinds of marble work, including monuments, headstones, cemetery inclosures, door and window-sills, steps, etc., in the most workmanlike manner. Thoroughly understanding the lettering and ornamenting of marble he turns out many handsome specimens of his ingenuity and handiwork. In the yard he employs two assistants and is prepared to execute his work promptly and satisfactorily. Mr. Van Gilder is a young man of energy and enterprise and is in no small degree deserving of the hearty support and consideration of the community. He is a native of Millville and favorably known among its citizens.

**Dr. Simmerman,** Dentist, Pine Street, below High.—Dr. Simmerman has for many years pursued his profession in this city with signal success and distinction and now occupies the leading position. His office on Pine Street is in a building specially adapted for the purpose and his operating-room is fitted with all the modern appliances for making the extraction of teeth as easy an operation as is possible, while the facilities for filling cannot be excelled. The manufacture of teeth and their mounting upon any of the popular metals or compositions has been a study with Dr. Simmerman, who thoroughly guarantees all work that emanates from his hands. The doctor applies electricity for all ailments of the body, on scientific principles, with the latest improved appliances. A feature of Dr. Simmerman's career as a dentist is that he is always very considerate of the feelings of his patients and endeavors to alleviate their sufferings as much as possible. His kindness and care in this particular has won for him a host of friends and a patronage among the best families of the community. As a private citizen and an enterprising gentleman he is well regarded.

**C. B. Conover**, Dry Goods and Notions, High Street.—A business man is often judged by his surroundings, particularly is this the case in retail trade, where the purchasing public estimate a gentleman by the manner in which he personally attends to the details of his store, its neatness and the manner he displays his goods. On entering the dry goods house of Mr. C. B. Conover, on High Street, Millville, the careful management of the gentlemanly proprietor is at once noticed and it gives the whole establishment an exquisite neatness and a display of chaste, neat taste. Mr. Conover is thoroughly acquainted with the line of goods in which he deals, as is illustrated by the excellent variety and grade displayed. In muslins, sheetings, tickings and flannels he is not excelled in the town, while silks, dress and print goods are of the most extended variety. He also carries a most excellent assortment of notion goods and in fact everything incident to a first-class establishment of this nature. The house was established in 1877 by Mr. Conover and since that date has continually been growing in trade and now requiring the employment of two assistants. Native of Millville, he is recognized as one of its fairest dealing business men and a gentleman that stands high in social life.

**A. M. Kendall**, Watchmaker and Jeweler, High Street.—Enterprise is peculiarly a feature of the American people, no other nation displaying it to the same degree as is common in this country. This is prominent in the channels of trade, and constantly the business world is being entered upon by new competitors. In 1880 Mr. A. M. Kendall opened the business of a jeweler on High Street, and possessing only a small capital was compelled to move cautiously. Gradually he began to receive the trade of the people and at present is conducting a very desirable business. He carries a very acceptable assortment of jewelry, watches and clocks, and being under small expense is enabled to dispose of his goods at but a trifling advance. While making no claim to being an extensive establishment, he endeavors to keep the best of all goods and effects no misrepresentations to produce a sale. He gives the repairing of watches and jewelry considerable attention and guarantees the work executed. Mr. Kendall is a native of Millville and is well known as a gentleman worthy of the fullest patronage of the people. Though recently established, this house has attracted a very fair share of the patronage of the city and surrounding country.

## VINELAND.

▲ TOWN OF UNSURPASSED ATTRACTIONS, LAID OUT WITH WIDE, WELL-GRADED STREETS, AND EACH HOUSE SURROUNDED BY AMPLE GROUNDS—THE LOCATION OF EXTENSIVE FRUIT-GROWING INTERESTS.

This settlement, so widely known throughout the entire country, is situated on the West Jersey Railroad, thirty-four miles southeast of Philadelphia and forty-seven miles north of Cape May, and on the New Jersey Southern, one hundred and fifteen miles from New York City.

Vineland is in many respects one of the most remarkable towns in the Middle States. Carved out of the forest it has in two decades attained a population of thousands, possessing all the conveniences and comforts of a city, while by a rigid system of municipal regulations it has excluded many of the disagreeable features that attach to most modern towns. It has, for instance, absolutely prohibitory restrictions as to the sale of intoxicating liquors, and drunkenness and the crimes incident to it are in consequence practically unknown. When Charles K. Landis, Esq., purchased the tract of land, thirty-five thousand acres, now comprising Vineland, in 1861, there were only twenty-eight inhabitants on the whole area. With wonderful foresight Mr. Landis liberally advertised his new purchase, and the influx of settlers soon made the heretofore barren waste teem with activity and productiveness. The plat of ground purchased extended in Cumberland, Gloucester and Atlantic Counties, and the whole tract bears the name of Vineland and is a continuation of the great fruit-growing district beginning at Newfield. About two thousand and fifty families are located upon this tract, which contains over fifteen hundred orchards and vineyards. There are but few fences to represent divisions of land, but there are over two hundred miles of hedges; and these, with the shade and fruit trees, flower gardens and vineyards, present a picture which strongly resembles some portions of the fertile and sunny districts of France. The entire tract is laid out in this manner and divided into these small fruit farms, in the midst of which are nestled three or four post villages.

Vineland proper occupies a section of ground one mile square, and is a beautiful and flourishing town which enjoys the advantages of a healthful location on elevated ground and an equable temperature throughout the year. That of the winter barely sinks below freezing point, while the summer heats are tempered by

the cooling breezes of the ocean which, though some miles distant, exerts a wonderful influence upon the climate of this section.

The principal avenues are one hundred feet wide, the others being sixty, and all are bordered with double rows of shade trees. The dwellings are handsome, and are surrounded by flower gardens, vineyards and orchards. Having no fences, one riding about the town in summer seems to thread a perpetual maze of gardens filled with bloom and fruit. With the exception of a few squares on Landis Avenue, the principal business thoroughfare, the residences are all in the centre of attractive grass plats, and these are the subject of much attention and care.

The mercantile business of Vineland is very large and centres on Landis Avenue from the Boulevard (Fifth Street) to Eighth Street, many of the stores occupying large and substantial structures of brick, and giving the town at this point the appearance of great activity. While there is a continuous trade during the entire week, a very large per cent. of the people of the Vineland tract appear to devote a great part of Saturday to the purchase of their supplies, and on this day, for squares, the main avenue is closely lined with vehicles, having much the appearance of a grand fair-day. To the stranger, this multiplicity of carriages is apt to suggest that the greater part of the trade of the country centres here, but as he becomes acquainted with the people he will be apprized of the fact that the whole tract, forty-eight square miles in extent, is divided into small farms, averaging about twenty-five acres, and that each occupant possesses his own means of transportation, and on the last day of the week they nearly all appear to wend their pilgrimage to the business centre. The population of the tract is over ten thousand, and there are within its limits a greater number of school-houses than can be found, perhaps, in any other rural neighborhood of equal area. The chief occupation is the culture of small fruit, immense quantities of which are shipped every year to the principal markets of the country.

In the incorporated town of Vineland there are ten churches of different denominations, numerous school-houses, many of them handsome structures of brick, a central high school, erected at a cost of over \$25,000, and a system of public education conducted on the most thorough and elaborate principle. An efficient board of school officials have made the reputation of Vineland public schools known throughout the greater part of the States. There are several public halls, the largest having a seating capacity of one thousand, and a National bank with ample facilities for accommodating the business and moneyed interests. Three hotels are located in the town, the leading one being the Baker House, on Landis Avenue, one of the finest-appointed public houses in Southern Jersey, and under the management of parties thoroughly understanding the entertainment of the traveler. Vineland has a number of newspapers, it being emphatically a reading community. The *News-Times* is a morning daily, conducted by French & Co., and was established in 1882. The *Journal*, a daily afternoon paper, was first issued June 7th, 1875, and is now published by B. Franklin Ladd. The *Independent* was established March 1st, 1866, and is published weekly, on Thursday, by Henry W. Wilbur and H. K. Flint. The *Advocate* is published weekly by B. Franklin Ladd, and was established in 1879. There are several other publications issued here, mostly the organs of denominational bodies.

Vineland enjoys excellent transportation facilities, the West Jersey Railroad passing through the centre of the town and providing numerous trains to Philadelphia, where close connections are made to New York and other leading points. The Vineland Railroad, now owned and controlled by the New Jersey Southern Railroad, intersects the West Jersey at this point, and runs west, via Bridgeton, to Delaware Bay, and east, via Landisville, Cedar Lake and Chewville to Winslow, where it intersects the Camden and Atlantic Railroad. The New Jersey Southern Railroad forms a continuous route to New York and brings Vineland within a little over four hours of that city. The shipments from Vineland during the spring, summer and fall are very large, as many as ten car loads of fruit leaving in a single day. In addition, however, to this prominent industry in packing and shipping fruits there is a large amount of manufacturing done in the town. The manufacture of shoes is extensively carried on, employing a number of establishments, and there are several machine shops, steam flour mills, and manufactories of carriages, fruit-crates, buttons, gloves, paper boxes, sash, blinds, etc. The county has good water power, and a good quality of brick and potter's clay and glass sand.

Taxes are low and there is no public debt. The town is exceptionally well governed and orderly, as might be readily supposed from the fact that the police expenses do not average one hundred dollars per year. The sentiment of the place is overwhelmingly on the side of temperance, and the sale of intoxicating liquors, except for medicinal purposes, is not permitted. The climate is peculiarly mild and healthful, and the town is every year becoming more and more the resort of persons in need of pure and bracing air, and of those especially who suffer from disorders of the digestive or pulmonary organs.

A short distance above the town of Vineland, and on the same tract, is situated the beautiful village of

North Vineland, with about three hundred inhabitants, which enjoys the advantages of an elevated position, fertile and productive soil, and pure spring water, among its attractions being a fine boulevard, shaded with fruit trees of the choicest variety. There is one free school, two churches, post-office and three merchandise stores. One mile west lies the village of Willow Grove, situated at the head of Maurice River, with its large lake, which affords good boating and fishing. Much that has just been said of Vineland is equally true of the village of South Vineland, two miles south of the Vineland depot. This place is strongly commended to the favor of those seeking summer homes by its healthful location, the morality and intelligence of its citizens, its educational facilities and moderate cost of living. The village is supplied with the purest of water and fruit and vegetables of all kinds cheap and abundant. There are four churches in the immediate vicinity—Baptist, Episcopal, Methodist and Second Advent, and excellent schools. The roads are all of the first-class, graded and hard as frozen ground, affording some of the most delightful drives imaginable. Taxes are low and merely nominal. The West Jersey Railroad passes through the centre of the village.

The population of the Vineland tract is about ten thousand, while the town of Vineland has over three thousand inhabitants. In the pages that follow will be found epitomized sketches of all the leading industries of the town.

**Brewer & Co.,** Druggists, Northeast corner Landis Avenue and Sixth Street.—One of the oldest drug establishments in Vineland is that of Brewer & Co., which is desirably located at the northeast corner of Landis Avenue and Sixth Street. This house was started soon after the settlement of Vineland in 1861, and for a period of five years has been under the proprietorship of Mr. Brewer. The store is in dimensions 22x60 feet and is well fitted with the facilities for doing a first-class trade. The house is the largest in Vineland in the drug trade and controls an extensive trade. The important feature of the business is the physicians' and family prescription department, which is under the immediate supervision of Mr. Brewer, thus insuring reliability and accuracy. He also carries a general line of drugs, chemicals, druggists' sundries, toilet articles and everything essential to a first-class establishment.

Mr. Brewer, in partnership with Mr. Joseph Mason as Brewer & Mason, are engaged in the manufacture of several compounds, the most important being "Brewer's Make-up-lay," "Brewer's Univalet Remedy for Roup," "Brewer's Certain Cure for Chicken Cholera" and "Brewer's Sunflower Seed Compound." These preparations for stock and poultry have reached a large sale and the demand for them from New Jersey, Pennsylvania, Delaware and Maryland well show with what estimation they are held. "Brewer's Make-up-lay" is guaranteed to produce the very best results in making fowls lay and provide the poultry raisers with eggs at any season. It also supplies the place of animal and insect food, when your poultry is shut up in small yards; furnishes feather material during moulting; gives strength and vigor to feeble chicks; it largely assists in preventing roup and will make them healthy and thrifty. These goods are sold through the central depot, which is located at 206 and 208 Market Street, Philadelphia, William M. Wilson & Co., wholesale druggists, proprietors.

Mr. Charles Brewer, the head of both the drug firm of Brewer & Co., and the manufacturing firm of Brewer & Mason, was born in Maryland in 1832 and has been a resident of Vineland twelve years. Mr. Joseph Mason is a native of England and is the present mayor of Vineland, and largely engaged in the insurance and real estate business. They employ six to eight hands in the factory, manufacturing their specialties, and run to their full capacity to keep up with their orders. The firm are liberal merchants

and citizens, and their establishment is one among the best known throughout this section.

**Dederick & Co.,** Groceries and Provisions, corner Eighth Street and Landis Avenue.—In 1866 the Messrs. Baker Bros. on coming to Vineland, established the present stand and for a number of years done business at this point. They were succeeded by a gentleman named Reed and he, in December, 1880, by Dederick & Co. The store is of good size, well arranged and thoroughly convenient for the prosecution of the grocery and provision business. Being in the extreme eastern section of the town, they draw much of the trade of the county adjacent and, on a clear Saturday their establishment presents a busy scene of activity. They keep their store well stocked with a full supply of groceries and provisions, nothing being prominent by its absence that belongs to a first-class store. Two clerks are employed and prompt and careful attention is one of the features of the house. The head of the firm, Mr. Dederick, exercises no little judgment in the management of the affairs of his business, he keeping the stock at all times composed of the best goods and at a uniform standard of excellence. Mr. Dederick is a native of New York State and is a gentleman of enterprise and business activity.

**Cox & Hunt,** Marble Works, Seventh Street, south of Landis Avenue.—The marble yard and works of this firm are the largest in Vineland and they enjoy the patronage of a wide extent of country. Messrs. Cox & Hunt make a specialty of fine cemetery work and have turned out some beautiful, artistic and graceful designs in this entire section. The yard is desirably situated on Seventh Street, south of Landis Avenue and is convenient for the transaction of their business. They execute all kinds of marble and monumental work and promptly finish orders entrusted to them. They employ four hands. Many evidences of their handiwork can be seen in the cemeteries in this section of the country, and also in many new buildings and dwellings that have been erected here since they established the business in 1876. They conduct a yard at Millville under the personal supervision of Mr. Hunt, who is to be found there. The copartners are Messrs. Thomas Cox and Charles M. Hunt, both natives of Philadelphia and long residents of this State. They are enterprising and active business men and as private citizens are highly esteemed.

**W. C. Perrigo**, Agent, Groceries and Provisions, Landis Avenue.—There is no establishment in the whole category that make up a thorough mercantile system, that is of greater importance to the community, than that devoted to the sale of groceries and provisions. Like all business centres, Vineland has a number of houses devoted to this department of trade, and among them, that conducted by Mr. W. C. Perrigo, is entitled to some consideration in this work. Established in 1874, the business was enlarged, and three years later more commodious quarters were found by removal to the present location, on Landis Avenue near the Boulevard. This salesroom is thirty feet square, well lighted and provided with every requirement for conducting the business in a satisfactory manner. He carries a full and choice line of groceries, and including everything incident to a well-stocked establishment. These goods are not exceeded in quality and freshness by any house in the city, and they are sold at the lowest possible cash prices, the proprietor being satisfied with a small margin of profit. Mr. Perrigo is a native of Milford, Massachusetts, and in 1865 came to Vineland, where he is justly esteemed by a wide circle of acquaintances.

**Armstrong & Son**, Manufacturers of Plows, Wagon and Cart Boxes, Druggists' Mortars and Retort Stands, etc., Vineland.—Prominent among the houses engaged in the manufacturing business is that of Armstrong & Son, who are the proprietors of the Vineland Iron Foundry. In reviewing its history it is found that its origin dates with 1830, when it was established at Milton-on-the-Hudson. At this location it continued for a period of fifty years and in 1880 was removed to Vineland. It now occupies a large brick structure, 60x90 feet in dimensions, and adjacent to the track of the New Jersey Southern Railroad. It is supplied with every requisite for manufacturing its specialties and the machinery is driven by an engine of fifteen-horse power. The firm are engaged in the general machine and iron foundry business and are especially engaged in the manufacture of plows, wagon and cart boxes, druggists' mortars and retort stands, fire dogs, etc. They also furnish light gray iron castings to order, as well as general castings for various purposes. The firm employ ten hands and their goods are largely shipped to New York and Philadelphia, where they have a growing trade. The long experience of this special manufacture by the head of the firm has enabled them to produce the best of each article attempted in their line. Mr. Robert S. Armstrong, the senior of the firm, is a native of New York State and has spent almost his entire life in the iron business. He and his young son, whom he associated in business the present year, exercise great care in the manufacture of everything and warrant them to be as complete and perfect as the highest degree of mechanical skill and the most careful selection of material can produce.

**James Chance**, Groceries and Provisions, Landis Avenue.—Among the first-class stores in the grocery line, in Vineland, Mr. Chance's may justly be regarded as one of the most prominent, both in the amount of its stock and sales and the size of the building in which the business is transacted. The store has a frontage of thirty feet and extends back to a depth of sixty feet. This is filled with a choice stock of everything appertaining to the grocery line, the goods being constantly renewed from the best wholesale houses of

Philadelphia, and as a consequence the stock is at all times pure and fresh. He makes a specialty of the finer grade of goods and almost everything in this line can be found upon his shelves. His stock reaches a valuation of over \$4,000 and the trade requires the employment of three hands. Mr. Chance is a native of this State, born in 1841, and is now in the prime of manhood. He opened the present enterprise in 1868, and during this time the business has grown to large proportions—the best testimony to the skill, honesty and business integrity of the head of the establishment. His trade is entirely local and of the most satisfactory character. He is a very popular, careful, liberal, yet conservative business man of pleasing manners, and is highly esteemed for his many social and business qualities.

**C. D. Bracket**, Lumber Dealer, Pear Street.—Among those engaged in the lumber trade in Vineland, we know of no one more worthy of notice in this work than the gentleman whose name forms the caption of this article—Mr. C. D. Bracket. He now occupies the yard on Pear Street, near the New Jersey Southern Depot and has a siding direct from that railroad to his premises, which affords him excellent advantages for receiving lumber from distant points. He carries a large stock, ranging from two to three hundred thousand feet, and including the various kinds and qualities common to a well-stocked yard. Builders can secure from him all the necessary lumber for their purposes and at the lowest prices. Mr. Bracket has met with no little success in his present enterprise and his straightforward and energetic manner of doing business has not only attracted a desirable trade, but the respect of his fellow-citizens.

**B. B. Culver**, Jeweler and Watchmaker, Landis Avenue.—Mr. B. B. Culver occupies a desirable location on the south side of Landis Avenue, near Sixth Street. He began his present business in 1874 with a moderate capital and by an honest and conscientious method of dealing has succeeded in building up a large and growing trade. He occupies a well appointed store, filled with a fine stock of goods, made up of watches, clocks, spectacles, jewelry, silver-plated ware, etc. He also devotes a considerable portion of his attention to repairing, his valuable experience in the trade specially fitting him for the prosecution of this kind of work. Mr. Culver was born in New York State and has been a resident of Vineland for eight years, and is a young man possessing the respect and esteem of all citizens.

**S. E. Crammer**, Carriage Builder, Sixth Street.—Among the carriage builders here located, some mention should be made of the works of Mr. S. E. Crammer, who is located on Sixth Street, near Landis Avenue. These works were established several years ago, and have now built up a very desirable trade. They are equipped with the modern appliances for the manufacture of carriages of all kinds, in the most satisfactory manner. Mr. Crammer does not confine himself to any particular style of carriages, but builds to order all kinds, including double-seated carryall, buggies, phaetons, doctors' gigs and light wagons for delivery and business purposes. These are all constructed of the best material and put together in a manner reflecting credit upon all engaged in their manufacture. Mr. Crammer has been a resident of Vineland for some years and is an active and industrious citizen.

**Robert Pond**, Coal and Wood, New Jersey Southern Depot.—An important business man to any community is he that supplies the general public with fuel. Through him they are enabled to get their coal direct from the mines, and at times and in quantities that best suit. One of the leading dealers in this line in Vineland is Mr. Robert Pond, whose office and yards are located at the New Jersey Southern Railroad Depot, where he has been established for several years. He possesses every facility at this point that ample grounds and a railroad siding provides, and enables him to handle large quantities of coal at a comparatively small cost. This advantage is enjoyed by every purchaser, as he is able to sell his coal at but a small advance of the price at the mines. He carries under his extensive sheddings a large stock of coal direct from the Lehigh and Schuylkill mines and is at all times prepared to fill orders for any number of tons. Mr. Pond exercises not only judicious care in the purchasing of the coal, but before leaving the yard to the consumer, has it carefully screened and slated. This studious attention to the interests of his patrons has won for him a large trade, which, to his satisfaction has been greatly increased each year. He also carries a large quantity of fire-wood for those who prefer this instead of coal. He makes a specialty of a marl and Chester County marble lime compost at \$1.75 a ton, and claims from a most beneficial results for peaches and all kinds of fruit. Marl at \$1.40 a ton he has in stock in large quantities and of which he deals extensively. Mr. Pond is one of Vineland's most active citizens and a gentleman widely esteemed and respected. Those burning coal would consult their own interests in calling upon him before purchasing elsewhere.

**A. H. Blaisdell**, Machinist and Manufacturer and Dealer in Steam Engines, Boilers, Shaftings, etc., corner N. J. S. and W. J. R. R.—This concern is not to be omitted from a work seeking to set forth in detail some adequate exhibit of the resources of the Southern section of the State. The business was established by Mr. Blaisdell, the present proprietor, in 1872, and from its inception has been eminently successful. The plant of the enterprise is located at the junction of the West Jersey with the New Jersey Southern Railroad in the northern section of Vineland and consists of three buildings, in dimensions as follows: 42x20, 20x30 and 24x30 feet, all well lighted and admirably adapted for the purpose. They are fitted with the most modern machinery and mechanical appliances, the machine shop being provided with machinery, some of which is remarkable for its size and adaptability for the work for which it is especially constructed. Twelve skilled and competent machinists and moulders are employed in the different departments of labor and the work turned out by Mr. Blaisdell is noticeable for its superior excellence, good workmanship and lasting qualities. An engine of eighteen-horse power is utilized in driving the machinery located in the works. Mr. Blaisdell is not only engaged as a general machinist, but is a manufacturer and dealer in steam engines, boilers, shaftings, hangers, gearing, belting, mill findings, iron and wood-working machinery of all kinds, turning, planing, milling, drilling, gear and screw cutting, emery grinding, forging, patterns, bolt-screws, castings, steam heating apparatus, power and hand pumps, milling machine and shapers, steam and water gauges, Scotch glass tubes, valves, cocks, etc. Pipe and pipe fittings of all kinds, for steam, water or gas, on hand

or furnished at the lowest prices. The trade is not confined to this State, but extends to New York and Philadelphia and through several orders to South America and Spain. Mr. Blaisdell is a native of New Hampshire and in 1872 left that State and settled in Vineland. Familiar with the conversion and manipulation of iron in all its forms, the ability and intelligence possessed by the head of this industry enables him to prosecute the business with an understanding and intelligence rarely enjoyed.

**John Moran**, Groceries and Provisions, corner Landis Avenue and Seventh Street.—The grocery business is one of the most important branches of trade in the country, and is well represented in Vineland by Mr. John Moran, who occupies a very advantageous position for his trade and transacts a leading business. The enterprise was entered upon in 1875 by Moran Brothers, who were succeeded recently by the present proprietor. The store is located on the southeast corner of Landis Avenue and Seventh Street, and a stock is carried of \$2,000 and upwards, replenished frequently and kept up to a high standard of excellence. Mr. Moran buys for cash, or short time, and does a careful and safe business. All staple and fancy groceries, canned goods and grocers' sundries, in fact, everything a grocer can sell, is dealt in by him and selected with discrimination, are certain to give satisfaction. A large share of the best trade of the city with a reasonable amount of country demand is enjoyed, and the proprietors takes a high rank for the character and quality of their goods. Mr. Moran employs two assistants and endeavors to give all who visit his establishment prompt attention. He was born in Canada, and has been a resident of Vineland ten years. He is a polite and affable gentleman, and a wide-awake, enterprising business man.

**Joseph A. Conwell**, Druggist, Landis Avenue.—The drug store of Mr. Joseph A. Conwell possesses every convenience and requisite that goes to make it one of the first of its class in the city. The proprietor is a practical druggist, keeping only the most reliable chemicals and the best and purest drugs. The store was established in 1863 by Dr. J. R. Elton and is the oldest in the city. The present store is ample and well filled with a full and complete stock of everything requisite, and the interior fittings and fixtures are all of a character that reflects the greatest credit upon the taste of the proprietor. In addition to drugs and chemicals, Mr. Conwell also carries an extensive stock of fancy toilet articles, comprising brushes, of all kinds, medicated soaps and a full line of cologne and extract perfumes. The prescription department is managed with that scrupulous care that has made it universally popular with the citizens of the community. Mr. Conwell is a native of Delaware and succeeded to the present business about six months since. He is a young man of thorough knowledge of pharmaceutical preparations and is fully able to occupy the responsible position of druggist.

**Henry T. Craven**, Monumental Marble, Brown Stone and Granite Works, Landis Avenue.—This gentleman is a native of England, and has been a resident of this county since November, 1880. He is without doubt one of the finest artists in marble work that can be found in this section of the county, and the specimens of the elaborate designing and working that he has executed will fully bear out any assertion made in this direction. Previous to coming



to this country he was engaged on many of the most elaborate buildings then in course of erection in England, and he brought with him many photographs of his handiwork. On coming to this side of the Atlantic he established himself in business in Vineland, and has already built up a desirable trade requiring the employment of four assistants. He manufactures every description of marble, brown stone and granite cemetery inclosures, monuments, head-stones, mantels, tilings for floor and vestibules, marble counters for banks, cabinetmakers' and plumbers' slabs, as well as work for private and public buildings. Mr. Craven's thorough knowledge of marble-cutting enables him to produce the most elaborate designs in either of his specialties of manufacture. Personally attending to the business and doing all the fine work himself, he is able to guarantee everything that emanates from his hands. He superintended the erection of the new Episcopal church in Vineland in such a satisfactory manner that he won the praise of all.

**Hunter Cornell, Groceries and Provisions,** south side of Landis Avenue.—One of the newest enterprises in the mercantile trade of Vineland is the establishment of Mr. Hunter Cornell, which was established in May, 1881. Notwithstanding the short time it has been in existence, it has already built up a very desirable trade, which gives promise of large increase in the near future. Occupying one of the most eligible locations in town, on Landis Avenue, near the depot, central and convenient, in a store 20x50 feet in dimensions, it draws the trade from all sections. A fine and well-assorted stock of goods, embracing fine and staple groceries, canned goods, teas, coffees, spices, produce, provisions, etc., representing a large aggregate value in money, are constantly in stock. The goods are purchased to meet the immediate wants of trade, the stock frequently depleted, and as often replenished, consequently it is always fresh and pure. In every department of the store the stock is replete with the best and medium grade or goods, no inferior stock being permitted in the house. Mr. Cornell is a native of New York State and has been a resident of Vineland for several years. He personally attends his present business and is very generally esteemed by all that know him.

**Philip Pontius Baker, Assemblyman,** Second District, Cumberland County.—This district is composed of the city of Millville, and the townships of Maurice River, Landis and Deerfield, and during the session of 1882 was represented in the State Legislature by Hon. Philip P. Baker, of Vineland. This gentleman was born in Buffalo Valley, Union County, Pa., a beautiful and wealthy farming district, January 14th, 1846. His father died when he was ten years of age, and the son had control of a large farm from the time he was fifteen to twenty-one years old. Previous to assuming this responsibility, he received his education at Cowan, Pa. Having a natural desire and capacity for a business life, he took a trip through the Southern States in 1869, at the age of twenty-three, with a view of settling permanently, but not being suited with the climate and generally unsettled state of affairs in that section, he decided to look elsewhere, and came to Vineland, New Jersey, the same year, with his brother, L. R. Baker. They at once established business in general merchandise on Landis Avenue, corner of Eighth Street. The business soon grew to large proportions, and Baker Bros. became one of the most important firms in Vineland.

They finally found the Eighth Street store too small, and in 1876, in company with James M. Wells, erected the Baker House block, one of the finest buildings in South Jersey. The first floor and basements are occupied by business places, Baker Bros. reserving for themselves the largest and finest store on the west side, where they have since carried on their business. Mr. Baker, though attending strictly to business as a rule, took an active part in the proposed Narrow Gauge Railroad and in many other projects calculated to result advantageously to Vineland and that section of the State. He has never before aspired to political honors and was elected to the House of Assembly as a Democrat from a district which usually belongs to the Republicans. In the session of 1882 he was made Chairman of the Committee on Fisheries and a member of those on Kiparian Rights and Miscellaneous Business. At home he is one of the leading citizens and one of the most enterprising of the business men of that community.

**S. C. Singleton, Wall Paper and Window Shades,** Landis Avenue.—In commenting upon the houses of Vineland devoted to this business, it is only justice to note the establishment of S. C. Singleton, who is located on Landis Avenue, opposite the Baker House, where he is the recipient of a large share of the trade of this community. In October, 1875, he established the business, and has gradually won the custom and confidence of the people. He makes a specialty of fine wall paper and decorations, keeping in stock a line that is attractive in beautiful designs and richness, and is in every respect fully prepared to do first-class work. He possesses very superior taste in the selection of goods and the combination of colors, which is the secret of making handsome ceilings and beautiful walls, and work in this department intrusted to him is guaranteed to give the fullest satisfaction. He also carries a stock of window shades, fixtures, etc., superior to any house in the city. Including himself and son, there are four hands engaged in the business, and during the spring season is kept very busy. Mr. Singleton is a native of Philadelphia, but for a number of years has been a resident of Vineland.

**Bidwell & Co., Druggists,** Landis Avenue.—Established in 1866, and conducted ably and skillfully, this store has grown to be an important factor in mercantile affairs of Vineland. Situated in the centre of the town, the store is unsurpassed in point of convenience and facilities for the prosecution of business. Purity in drugs and medicine compounds is a specialty which Dr. Bidwell has built a reputation upon and to which system he rigidly adheres. In stock he carries a full line of chemicals, patent medicines, drugs, sundries and such goods as are carried by well-stocked drug stores. The compounding of physicians' prescriptions and family recipes is a feature in which this house takes special pains to excel. Nothing but strictly pure and fresh drugs are ever permitted to enter into any of his prescriptions or compounds. In fact, there is no room in the store for any inferior goods. The stock is bought only from strictly reliable houses, and Dr. Bidwell being a practical druggist is capable of making his selections intelligently. The head of the house, Dr. Edwin C. Bidwell, is a native of Massachusetts, and for many years was a practicing physician, but of late years has relinquished his practice and devoted himself entirely to the drug business.

**Charles Keighley**, Shoe Manufacturer, corner of Boulevard and Montrose Streets.—To those not immediately acquainted with Vineland, the community is believed to be entirely engaged in the production of fruits and the transaction of the general retail business common to all towns. While this may be true in a great part, it is not exclusively the case, as there are a number of large concerns engaged in manufacturing. Prominent among the specialties produced are shoes, there being four enterprises devoted to the manufacture of these goods, the oldest established, with a single exception, being that of Mr. Chas. Keighley. He began operations in 1875 on a very limited scale, and it has gradually emerged into an extensive manufacturing trade, requiring the employment of nearly one hundred operatives and involving the outlay of a large amount annually. The premises are located at the corner of Boulevard and Montrose Streets and comprise a two-story frame building, having an area of 24x120 feet, with a one-story wing, 50x53 feet, carefully fitted up and furnished for the prosecution of the business in all its branches. Here is carried on, upon an extensive scale, the manufacture of machine-made goods, especially adapted to the custom trade. All these operations are conducted with the greatest skill and dexterity by competent workers, superintended by the head of the house, Mr. Keighley, whose experience in this and in the selection of stock has given a reputation to the goods manufactured which cannot be surpassed. Competent traveling salesmen represent the interests of the house throughout New Jersey and Pennsylvania, in which States the trade is principally located. The factory is supplied with a full equipment of improved machinery, which is driven by a twelve-horse power engine and weekly producing about 2,400 pairs of ladies', misses' and children's shoes. Mr. Keighley devotes himself exclusively to the manufacture of these specialties, using in their make-up the best leather in the market and give each careful manipulation and attention. Mr. Keighley was born in Bradford, England, and has been a resident of this country for many years and a greater part of this time a citizen of Vineland.

**Kimball, Prince & Co.**, Manufacturers of Lumber, Doors, Sash, Blinds, Mouldings and Dealers in Hardware and Masons' Materials, Boulevard and Almond Streets.—In overlooking the field we find that in the manufacture of the above specialties a signal success has been achieved in Vineland, and that the annual product in this direction has grown, especially during the last five years, to proportions which should be fully recognized in this work. We therefore put forth no apology for introducing to our readers the firm of Kimball, Prince & Co., who are now so largely engaged in the manufacture of lumber, doors, sash, blinds and mouldings, and general dealers in building hardware, masons' materials and Harrison's ready-mixed paints.

The plant is excellently located, being on a large plot of ground at the corner of the Boulevard and Almond Streets, the West Jersey Railroad running through the former street. There are three large buildings and outsheds for the storage of lumber, etc., together with every facility to conduct the large business that is afforded by ample space. Twenty-five hands are engaged by the firm in its operations and a twenty-five-horse power steam engine, with surplus boiler capacity, is required to operate the machinery in use, all of which is of the most improved modern

design for wood-working purposes. They are extensive manufacturers of fruit boxes, the home demand alone for this specialty being very large, Vineland being a fruit-growing community. From the time of its establishment till the present the business has been marked by a constant and steady increase, the capital has been considerably enlarged, and by the energy and industry of the proprietors, a trade has been established which embraces the entire Southern part of the State. This enterprise dates its origin with 1864, but it was not until 1872, when the present firm succeeded to the business, that it was made to assume more than ordinary proportions. It is now the largest concern of the kind south of Camden.

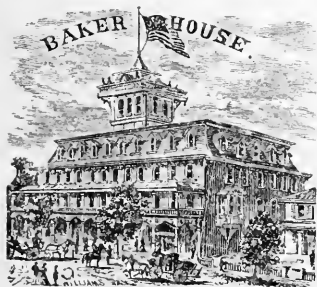
The copartners are Messrs. Myron J. Kimball, William V. Prince and John Prince, the senior member of the firm being a native of Vermont and the other two of Maine. They have resided in Vineland a number of years, and it is not too much to say that the three possess an unusual aptitude for the business over which they exercise the closest supervision. Contractors and builders at a distance will find it to their profit to correspond with this firm, as many advantages in price and otherwise are certain to accrue to them from such a connection.

**W. T. Ferrell**, Groceries and Provisions, Landis Avenue.—This establishment is one of the best known in Vineland and has a large trade with the residents of the town and surrounding country; established several years ago, it has ascertained by experience what class of goods are best adapted to meet the wants of the people and the proprietor endeavors to increase the confidence with which it is held. He carries an assortment of groceries that includes everything common to a well-regulated establishment, such as sugars, teas, coffees, canned goods of all kinds, dried fruits, flour, feed, etc. These goods are purchased of the leading wholesale houses, and frequent enough to keep the stock at all times fresh and desirable. The store is systematically arranged and personally attended to by the proprietor, a gentleman of no little experience in this line of trade. Having sufficient assistance in the management of the store, the patrons may feel assured that they will receive prompt and satisfactory attention.

**J. C. Fuller**, Coal and Wood, Ice, Lime, etc., Almond Street.—The largest dealer in Vineland in the above specialties is, without doubt, Mr. J. C. Fuller, whose extensive yards are located on Almond Street, near the West Jersey Railroad. The plant of the concern covers considerable area and is well supplied with outbuildings and sheddings; that used for coal being very large and having a track from the railroad diverting into it. He carries in stock a very large amount of Lehigh and Schuylkill coal, purchased direct from the mines, and of the most excellent quality. This, before leaving the yard, is carefully screened and slated and delivered without extra charge to any reasonable distance. He is also largely engaged in the ice business and during the summer keeps a supply on hand for consumers. Mr. Fuller, independent of these two departments of his enterprise, is a manufacturer of lime, and has in constant operation two kilns of considerable capacity. The use of lime for fertilizing purposes by the farmers and fruiters of the surrounding country has enabled him to build up a large trade and to find a market for all his manufactures. He employs six hands and during

the busy season this number is increased to eight. Mr. Fuller is also general agent for the Canada wood ashes, a most excellent invigorator of worn-out land. Mr. Fuller is a native of the State of Vermont and from thence removed to Vineland several years ago. He attends personally to the business and his lengthened experience and knowledge of the trade gives him many advantages from which his patrons derive material benefit.

**Baker House,** Mrs. Fowler, Proprietress, Landis Avenue, between Sixth and Seventh Streets.—This is an institution of which Vineland may well feel



proud and which is in every way deserving of patronage and generous support. It was built about six years ago by Messrs. Baker Bros., a firm of enterprising merchants who combined their own business quarters in providing the town with a magnificent hotel. It is a four-story brick building, with mansard roof and large and spacious piazza running the full length of the second floor. The entire front of the first story is devoted to business houses, the main corridor and office of the hotel being situated on the second floor. It is situated on Landis Avenue, between Sixth and Seventh Streets, convenient to the depots of both railroads that pass through the town. It is spacious and elegant throughout, and is fitted up in the most thorough manner with all the modern improvements including gas, heat, water-closets and bath-rooms on each floor. The rooms are well ventilated, handsomely furnished and strictly clean and comfortable. It was built after the most careful plans, and both in winter and summer it possesses the unexcelled qualifications of adapting itself to the season. All the halls connect with an open corridor extending up through three floors, that provides heat in winter and admits of a cool circulation of air in summer. A large, elegantly-furnished ladies' parlor with piano, is on the right of the main entrance, on the second floor, and near this is a gentlemen's writing and smoking-room, most inviting in furnishing and appearance. The dining-room on the first floor is a model of neatness, cleanliness and comfort, and the tables are furnished with the best the market affords, well cooked, and served by polite, attentive waiters.

So well managed is the house, that it has a large patronage from residents of the New England States, who come to Vineland to escape the severe winters that are common to that section, and from New Yorkers, who enjoy the beauty of Vineland during the

summer months. The hotel is conducted on strictly temperance principles and no liquor of any kind is found on the premises. It has one hundred rooms, and for the greater part of the year is well-filled with permanent and transient guests. It is under the management of Mrs. Fowler, a lady thoroughly understanding the details of hotel necessities. Her husband is the present postmaster of Vineland and a gentleman of wide acquaintance.

**C. F. Kellogg,** Dealer in First-Class Sewing Machines, Landis Avenue.—In this age when the sewing machine has come into such general use, it is very convenient for ladies to find an establishment where all the leading makes are for sale, and enabling them, with comparatively little trouble and waste of time, to examine them and decide upon which one will best suit their requirements. With this in view, Mr. C. F. Kellogg, in 1876, established the present enterprise with the determination to keep in stock the machines of all leading manufacturers. Purchasers in visiting his agency will find that he can show for their inspection any machine and at the same time explain the workings of each. This is certainly preferable to visiting the agency that devotes itself exclusively to a single machine, thus affording the person no opportunity of comparing its merits or demerits with another. While Mr. Kellogg is a dealer in machines of all makes, he is also the special agent for the sale of the Domestic and White sewing machines. These two are well known as combining many of the very best qualities of other manufactures, and are sold to be in every case fully as represented. Mr. Kellogg, while born in Georgia, is really a native of Maine, his parents being on a visit to the former State at the time of this important incident of his life. He came to Vineland in 1874, and since his residence here has won his way to the esteem and confidence of his fellow-citizens.

**James Loughran,** Groceries and Provisions, Northwest corner of Seventh Street and Landis Avenue.—Mr. James Loughran, who occupies the eligible business house at the northwest corner of Seventh Street and Landis Avenue, established his business in 1869, and its prosperity and standing has been increased each year, until it now stands the equal of any establishment in the town. Carrying at all times a line of pure and fresh, fine and staple groceries, teas, coffees, spices, canned goods, provisions, meats and fish, with a large line of flour and feed, it is not difficult to conceive that the affairs of this house are properly conducted, and its ability to supply the public with all the goods pertaining to the trade is unexcelled. Mr. Loughran is largely engaged in the shipment of fruits in season and has a very large trade in this department. In the transaction of the affairs of the house, seven men besides the proprietor are employed, which may serve to give an idea to the general reader of the extent of the business that the house has reached. Mr. Loughran was born in New York State in 1831 and has been a resident of Vineland for a number of years. He is a business man of more than ordinary ability and intelligence, which is illustrated by the fact that he has worked his way upwards from a small beginning to his present importance in the mercantile interests of this town. Mr. Loughran is a master in chancery and notary public.

**James B. Clark**, Groceries and Crockeryware, Landis Avenue.—There is no store in Vineland more attractive or more deserving of patronage than that of Mr. James B. Clark, located on Landis Avenue, between the Boulevard and Sixth Street. He established the business in 1875 and by close attention, energy and honest business transactions, has attracted a large custom and built up a lucrative trade. He thoroughly understands the grocery business and his stock of the choicest and freshest goods, sold at the low prices, gives the greatest satisfaction to his numerous select and general customers. The large stock embraces china, glass, queens, earthen, wooden and willow ware, groceries, canned goods, foreign and domestic fruits, etc. These goods are the best to be found in the market and have been selected judiciously and with the intention of providing the choicest and best. The store has a front of twenty-two feet and a depth of sixty-five feet, in which is a stock reaching \$3,000 in value. Mr. Clark is a native of Pennsylvania and has been a resident of Vineland for a number of years. He manages his business on the soundest principles, never misrepresenting goods and not allowing them to be by any of his assistants. Pleasant, courteous, attentive and polite to patrons, he enjoys the esteem and good-will of the community.

**J. Errickson**, Boots and Shoes, Landis Avenue.—Every branch of trade is well represented in Vineland by a very active and enterprising class of men, and of no business can this be said more truly than of the boot and shoe trade. A prominent dealer in this line is Mr. J. Errickson, who has been foremost in connection with the trade for several years in this community. Mr. Errickson occupies a desirable location on Landis Avenue, and displays a very superior class of goods of every style, comprising a stock between \$7,000 and \$8,000, made up of a line of gents' and ladies' wear, youth's and children's gaiters, and shoes that would be creditable to a similar establishment in a large city, carefully selected from the best manufacturers in the country. Mr. Errickson enjoys a good share of the best patronage of the town and vicinity. He is a careful and prudent buyer, purchasing for cash or on short time, and meeting his payments promptly, and giving his customers the benefit of his superior advantages in the market. A native of Sweden, he has been a resident of this country for many years, and is now one of the active business men of Vineland.

**C. Bosio & Co.**, Grocers, Landis Avenue.—The desirableness of the Vineland tract for the culture of the grape has attracted to its limits many Italians, a class of people who thoroughly understand the making of superior wine and the growth of this delicious fruit. So thickly have they settled in some portions of the tract that they have given one section the name of New Italy and they are among the most industrious and prosperous of Vineland's inhabitants. The large influx of these people led the firm of C. Bosio & Co., to establish a grocery establishment for their especial benefit and it is now one of the best patronized in the town. It is located on Landis Avenue, west of Seventh Street, and is a neat and attractive store, well stocked with a full line of groceries and provisions. These goods have been selected for the especial demand of their fellow-countrymen and the citizens generally. It was established in 1880 and during the two years of its history has steadily grown in the extent of its trade and now takes a very

prominent rank among the mercantile establishments of the town. Far and near it is known as the "Italian Grocery Store." Mr. C. Bosio, the proprietor, is a native of Italy, but has been a resident of this country for several years.

**Levi D. Johnson**, Photographer, Landis Avenue.—The popular photographer of Vineland is Mr. Levi D. Johnson, who occupies the galleries on Landis Avenue near Sixth Street. As a photographic artist Mr. Johnson has achieved a high reputation in the vicinity, his pictures always showing a graceful and easy pose, a fidelity to nature and a completeness of finish not always obtainable by those not perfect masters of the photographic art. He executes all kinds of work, from the dignified imperial cabinet picture, to the *carte visite*, and all his efforts show that same care and perfect finish for which he has become celebrated. In the reception-room are displayed many fine specimens of his artistic skill, which are greatly admired and which have attracted to his gallery a large patronage from all sections of the surrounding country. Mr. Johnson has been engaged in the present business twenty-eight years and has met with no little degree of success. His wife is the artist, and she possesses a wide knowledge of the minutia of the art. They also are dealers in picture frames and similar goods. Mr. Johnson is a gentleman about fifty years of age and has been a resident of Vineland for fourteen years. He is clerk of both the Borough of Vineland and the Township of Landis.

**W. M. Stevens**, Crockery, House Furnishing Goods, Furniture, etc., Landis Avenue.—Mr. W. M. Stevens occupies a store 20x50 feet, with a large room in rear and the entire upper floor. The main room is devoted to the sale of crockery, lamps, house furnishing goods and articles of a similar nature, queen's-ware, glass, china, table cutlery, spoons, lamps and lamp chimneys are in stock in great profusion. The other departments of the establishment are well stocked with furniture, he carrying a full variety of dining-room and kitchen furniture. The quality of these goods are such that they can be recommended to the public and can be relied upon as giving satisfaction in every instance. Mr. Stevens is a native of New York State and sixteen years ago came to Vineland. In 1878 he purchased the present business and has conducted it to meet the demands of a large patronage.

**F. A. Cornell**, Stoves, Tin and Hardware, Paints, Oils, Varnishes and Pumps, Landis Avenue.—The house conducted by Mr. F. A. Cornell is one of the best-known in the town, by reason of his carrying a full stock of goods in this line and the prompt attention given to his patrons. In his stock of hardware will be found a full line of tools, shelf goods, and cutlery of the best productions of both European and American manufacture. He is an extensive manufacturer of tinware and represents some of the leading stove manufacturers in the country, a display of whose goods in parlor and cooking stoves are always in stock. The house dates its origin with 1875, when S. S. Gould & Son commenced business at this stand, which they continued until February, 1882, when Mr. Cornell succeeded them. The store is 22x100 feet and three hands are employed. Mr. Cornell was born in New York State in 1855, and in 1870 came to Vineland.

**H. C. Harvey,** Furniture and Carpets, Landis Avenue.—The various branches of mercantile enterprises are well represented in Vineland, and the character of the goods here kept in stock and the general appearance of the stores would be creditable to much larger towns. The largest furniture and carpet house in the town is that of Mr. H. C. Harvey, who occupies a large two-story building on Landis Avenue, a few doors east of the Boulevard, and convenient for the trade from all sections. He always carries in store a fine stock of furniture especially suited to this market and at prices that are equal to any house in Philadelphia. It comprises parlor, dining-room, chamber and library sets of all styles, from

the plainest to the handsomest; chairs, couches, lounges, spring beds and mattresses of all kinds, mirrors, stands, bookshelves, ornamental pieces, etc., at prices as low as the same goods can be bought in any city market. This furniture is selected from the best factories and is substantially put together and well finished. The carpet department contains a full assortment of Brussels, ingrain, three-ply, and rag carpets of new patterns and styles. This establishment enjoys a large and constantly growing trade, conducted with the residents of Vineland and vicinity. The proprietor, Mr. Harvey, is a courteous gentleman and patrons of the house may rely upon his representations of the goods.

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## CITY OF SALEM.

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ONE OF THE OLDEST TOWNS IN NEW JERSEY AND FIRST SETTLED IN 1641—AN ATTRACTIVELY BUILT CITY AND A PLEASANT PLACE OF RESIDENCE—THE CENTRE OF CONSIDERABLE BUSINESS.

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The attractive and well-built city of Salem is located on a small river of that name, three miles from where it empties into the Delaware Bay and at the terminus of the Salem Railroad, forty-two miles from Philadelphia. It is the seat of justice of Salem County and the centre of a large trade, extending throughout the country for ten miles around.

The town is one of the oldest in New Jersey and although the first successful settlement made in the State by the English was in Elizabethtown, in 1665, yet the first attempt at settlement by them was made in this vicinity. In 1641 some English families (probably emigrants from New Haven, Connecticut,) embracing about sixty persons, settled on Ferken's Creek (now Salem) and as history makes no further mention of them, they doubtless did not remain. In 1664 the Duke of York conveyed to John, Lord Berkeley, and Sir George Carteret, the province of New Jersey. The claim of Lord Berkeley was then an undivided half, subsequently known as West Jersey, which was, in 1673, purchased for £1,000 by John Fenwick and Edward Byllinge, members of the Society of Friends, and the land was divided in one hundred parts called tenths, nine of which belonged to the former and one to the latter. In 1675 Fenwick left London and after a good passage, "he landed at a pleasant, rich spot, situate near Delaware, by him called Salem, probably from the peaceful aspect it then bore." Fenwick subsequently purchased of the Indian chief the right and title to the lands now included in Salem and Cumberland Counties. In 1676 he issued his "First General Order," as agreed upon by him and the first purchasers, and in regard to the laying out of Salem we make the following extract: "And as for the settling of the town of New Salem, it is likewise ordered that the town be divided by a street; that the southeast side be for the purchasers, who are to take their lots of sixteen acres, as they come to take them up and plant them, as they happen to join the lots of the purchasers resident, who are to hold their present plantations and all of them to be accounted as part of their purchases; and the other parts on the north by east and south is to be disposed by the chief proprietor for the encouragement of trade, he, also giving, for the good of the town in general, the field of marsh that lieth between the town and Goodchild's plantation." The first mill in the new town of Salem for the grinding of grain and which was run by horse-power, was erected soon after the settlement, near what is now often called Kent's Corner, in the upper portion of the present town. A windmill was also erected near the foot of the present Broadway Street, then known as Bradley.

Salem, about the year 1682, by the increase of population, had become a place of some foreign trade, so much so that it was made a port of entry for vessels entering and clearing therefrom. The town was incorporated in 1695 and the first Court of Sessions was begun in 1706. The court house was originally erected in 1735 and rebuilt in 1817; the first jail was constructed of logs in 1708.

The city of to-day is as attractive for residence or business as any in this section of the State, and though

it has not made the rapid advancement in population as many of the younger cities of New Jersey, Salem possesses all the elements that will, in the near future, make it a large and active city. The first streets laid out accommodated themselves to the crooked ways of Salem Creek, but those of more recent date are wide and straight, particularly Broadway and Market Street. On these two streets are located almost all the mercantile business of the city and many of the buildings devoted to trade purposes are handsome and substantial structures. No city of the same size in the State can claim better streets, the driveways being hard and level and kept in excellent condition and the sidewalks are paved throughout the entire town with well-laid brick. Shade trees are inviting adornments of all the streets and the residents take a pardonable pride in maintaining them in good order.

The religious and educational facilities are of the highest order and there are numerous churches and ample school buildings. The churches are as follows: Broadway Methodist, located on Broadway near the corner of Oak Street; First Methodist, on Walnut Street; First Baptist, West Broadway; Memorial Baptist, corner of Seventh Street and East Broadway; Presbyterian, on Market Street; Episcopal, on Market Street; Catholic, corner of Oak and Carpenter Streets; Hicksite Friends' Meeting House, on East Broadway; Orthodox Friends' Meeting House, on West Broadway; Mount Hope Methodist (colored), East Broadway; Mount Pisgah Methodist (colored). The Walnut Street Public School is a large three-story building and accommodates the children of the eastern section of the city; the Griffith Street Public School occupies a two-story building and is for the children of the western section; a school for colored children is located on East Broadway, in the upper end of the city. The High School occupies a two-story brick building on Market Street and the entire system is under the control of a Board of Education, elected by the people and a city superintendent chosen by the Board. There are three weekly newspapers published in Salem, the oldest being the *National Standard*, which was first issued September 19th, 1819, as the *Salem Messenger*, then in 1834 as the *Freeman's Banner*, and in 1840 assuming the present name. It is published on Wednesday and Republican in politics; Sinnickson Chew & Brother, publishers; Benjamin Patterson, editor and manager. The *Sunbeam* was first issued in 1844 and is published every Friday; it is Democratic in politics and has a wide circulation; Robert Gwynne, editor and proprietor; Robert Gwynne, Jr., associate editor. The *South Jerseyman*, was established June 14th, 1881, by Smith & Bell, editors and proprietors, and is Independent-Republican.

Salem has recently opened new water-works, which cost \$75,000. They are located at Quinton, near which is a stream of water known as Laurel Run, some three miles from the city. The dam, which is to back the water up, so as to form the reservoir, is three hundred and thirty feet long, ten feet high, sixty feet wide at the base and twelve feet wide on the top. As the water level in the reservoir is but three feet above the streets of Salem, a powerful engine has been erected to force the water so as to give the necessary head for supplying the upper stories of buildings. The town has a handsome building, devoted to amusements, known as "Salem Lecture Hall." It has a roomy stage, with scenery and all the modern appliances for stage work, and to bring out plays or operas in first-class style. It has, including the balcony, a seating capacity of about 700 persons.

There are excellent transportation facilities connected with Salem, the West Jersey Railroad providing two trains each way, at convenient hours, between the city and Philadelphia. The completion of the new railroad between Salem road and Swedesboro will make a direct route to Philadelphia and in a manner enhance the desirability of Salem as a place of residence or business. During the entire year, when navigation permits, there is a daily steamboat line to all points on the Delaware River and Philadelphia and in the summer months the steamer "Major Reybold," leaves Salem in the morning, returning from Philadelphia in the afternoon. The steamer "Delaware" leaves the last-named city in the morning for Salem and returning in the afternoon.

Perhaps the oldest and largest oak tree in the State is to be seen in the Friends' burial ground. Its exact age cannot be given but tradition has it that it was a sturdy oak when the town was first settled.

At the corner of Front and Broadway stands a brick house that was erected in 1691 with brick imported from Germany, by Edward Bradway. It has always been in the same family until about four years ago. The building is still in good repair.

Back of the city are thousands of acres of rich and fertile meadow lands redeemed from high tides by substantial embankments, which have been built along the banks of Salem Creek and extending along the river front. Not only do these lands thus reclaimed produce large quantities of hay, but corn and wheat are also grown upon them profitably.

The cost of living in Salem is comparatively low and as the locality is noted for its healthfulness and freedom from disease, it is rendered a very desirable place both for summer and permanent residence. Population, 1880, 5,500. The prominent business enterprises are as follows:

**John Q. Davis**, Wholesale Manufacturer of Ice-Cream, 75 Market Street.—If the writer was called upon to express an opinion (after his examination into the business history of the city of Salem) of which enterprise was the embodiment of all that is commendable in business circles and the one that stands at the head as the type of what can be secured by push and integrity, of all those now in active operation in the city, he would, without doubt, place that honor with the establishment of Mr. John Q. Davis. In examining into the facts of this business, it was found that not more than twelve years ago, the proprietor of the present concern was engaged in a small building manufacturing a limited quantity of ice-cream for a correspondingly limited retail trade. Notwithstanding that another establishment was engaged in manufacturing a most excellent article and producing more in a day than his trade would warrant him making in a month, he nevertheless believed that his cream was as good and equally salable. So, with a determination and pluck that knows no obstacles that cannot be surmounted, he enlarged his facilities and sought to enter the wholesale trade by personal solicitation, with the result that as soon as the product of his small factory was tried it was pronounced of superior quality and equaling any manufactured. The first success only stimulated greater exertions and the next season witnessed a wonderful increase in his business and the enlargement of his factory was an undeniable necessity. He then removed to desirable quarters on Market Street, convenient to the centre of the city for his retail trade and having facilities of a superior order for manufacturing. Mr. Davis erected a large one-story factory and fitted it with a steam engine and all the modern appliances for the business. The saloons were handsomely fitted up and the trade was rapidly drawn to him. Here he continued successfully, each year bringing greatly increased demand for his ice-cream, until 1880, when he purchased the present property, about a half-square from the former location, and without regard to its then good condition, rebuilt the house and made attractive ladies' and gentlemen's saloons and erected a large building in the rear for manufacturing purposes. The improvements added to it made the works the most complete in the State and gave a producing capacity of 3,000 quarts of ice-cream daily. The first floor of the factory is devoted to ice-cream, and the second to that of the manufacture of butter. Like the former department, that of butter-making has all the latest improved machinery, including cooling-pans, churns, etc., and under the immediate charge of an experienced and competent dairyman. A number of hands are employed, with competent superintendents and the whole under the supervision of the experienced and practical management of Mr. Davis himself. The trade extends throughout Southern Jersey and including many of the leading hotels at the watering places on the Atlantic coast.

Mr. Davis is a Salem Countian, and during his entire life has been known as an industrious and persevering gentleman.

**J. C. Hornblower**, Flour and Feed, 124 West Broadway.—Notwithstanding the fact that when Mr. Hornblower embarked in the present enterprise he was surrounded upon every side with opposition, as all the retail grocery establishments throughout the city make the sale of flour and feed a feature of their business, he has within a reasonably short time built

up a most satisfactory trade. He is located in a frame building at No. 124 West Broadway, near the corner of Fifth Street, and a few doors west of the Town Clock. He has every facility for handling large quantities of flour and feed, including grain of various kinds. His stock of flour has been selected with great care and comprises the productions of the leading mills of South Jersey, which has been thoroughly tested and proven to be of most excellent quality. Through the superiority of his brands of flour, he has won the trade and reputation that now belongs to his establishment, and his intention is to retain the patronage of the people generally by never permitting an inferior article to pass from his hands. A wagon promptly delivers all orders, and he guarantees the fullest satisfaction in every respect. Mr. Hornblower has been a resident of Salem for a number of years, and previous to embarking in the present enterprise, was engaged in the tobacco trade. He is a gentleman possessing the respect of a large circle.

**C. C. Pierce**, Boots and Shoes, 203 East Broadway.—It would be impossible to call attention to a gentleman better known in the shoe trade than he whose name is the caption of this article. Mr. Pierce has passed thirty-six years in the business and is well acquainted with every detail, which fact is demonstrated in the manner of conducting his establishment, he having always possessed a very generous share of the patronage of the city. For many years he was located on the opposite side of the street, where he remained until he retired from business, three years ago, removing at that time to Camden. Subsequently he returned to the scene of his business life and purchased the old stand of Mr. S. Richmond which he at once refitted with a new and fresh stock of boots and shoes. His assortment of goods will be found to embrace a full variety of ladies and gentlemen's boots and shoes, selected of manufacturers who have reputations for producing none but first-class goods. Purchasing his stock directly of first hands and for cash or short time, he is able to place his prices at but a trifling advance on the cost and at the same time guarantee they are fully as represented. Mr. Pierce is a native of this section and is respected by all who have the pleasure of his acquaintance.

**Richard N. Davis**, Poultry and Game, 209 East Broadway.—Much of the better class of poultry in Philadelphia markets are from Salem County, and the business of supplying this demand has grown to proportions requiring considerable capital. There are several dealers in Salem, among whom Mr. Richard N. Davis occupies a foremost position, he having secured to himself a representative trade. He entered into the business as a partner of Mr. George W. Vouker, under the firm name of Vouker & Davis, they continuing together until the latter part of 1881, when the firm was dissolved, Mr. Davis remaining in the old stand. He is now prepared to purchase poultry of any quantity, and at the highest market prices, only requiring that they shall be in first-class condition. Having correspondents in Philadelphia and New York he is kept well informed of the condition of the markets and gives his patrons the best prices that can be permitted. Calves are purchased weekly and game during the season. Mr. Davis is an experienced dealer in poultry and game, and a gentleman of business integrity and enterprise. He occupies a desirable location and possesses all the facilities for their prompt handling.

**J. P. Bruna & Co.,** Manufacturers of the Celebrated Salem County Ice-Cream, 192 and 194 East Broadway.—A careful examination of the industries of Salem reveals the fact that many enterprises are carried on which demands special attention and will arouse the interest of the reader by the prominence which they have achieved. Of such, the manufacture of ice-cream has reached the importance of a very prominent industry, and to a review of one of the leading establishments in this branch of trade, we now wish to devote some little space. It is well known throughout the entire State that Salem County produces the best milk and cream to be found in the market, and wherever used has a reputation second to none in the country. In the midst of this dairy richness, there has sprung into existence an industry that is annually assuming greater proportions, and already employs a large number of hands. We have reference to the manufacture of ice-cream, and the oldest concern so engaged is that of John P. Bruna & Co., of Salem, which was established in 1852. This firm are the manufacturers of the celebrated Salem County ice-cream, which now has a standing throughout the greater part of the State and the city of Philadelphia. The senior of the present firm, Mr. Bruna, at first commenced operations on a limited scale, and for many years manufactured only to supply a local demand. However, as the excellent quality of his cream became known the demand increased and facilities were added to meet the growing trade. For several years Mr. Bruna was associated with Mr. John C. Mulford, under the title of John P. Bruna & Co., and during their continuance together, the cream was shipped to all the prominent points in South Jersey. Subsequently the firm was dissolved, and a few years later, in 1880, the old firm title was renewed by the association of Mr. Joshua Waddington with the business. At the present time the factory is located in a large frame building in rear of 192 and 194 East Broadway, where they have facilities for the rapid manufacture of their specialty. The capacity will reach fully 3,000 quarts of ice-cream per day, and during the heated term this amount is frequently manufactured, and by railroad and steamboat distributed throughout the lower portion of the State and the river towns of Delaware. The firm are also extensively engaged in the manufacture of butter, having all the improved machinery for producing a very superior quality of this article, and possessing a demand for the full capacity of the works. Large ice-houses in the vicinity of Salem are filled each winter, and when the supply is short, owing to a mild season, they receive large consignments from Maine. In addition to the large quantity of ice used in the manufacture of ice-cream and butter, the firm are also suppliers of an extensive custom for it throughout the city, and have in use, for the delivery, a handsome Knickerbocker wagon. A prominent feature with the productions of this firm is the unrivaled and even quality of the articles manufactured, which, in case of the ice-cream, has always been maintained, and to this fact is due the great success. Competent judges have placed "Bruna's ice-cream" at the head of any manufactured, and certainly it cannot take a second place. The gentlemen who are at the head of this enterprise, are well calculated to continue it in a most successful manner, and, although the productions have made their reputation, they will not permit the slightest deterioration in the quality. Mr. Bruna is one of the leading citizens of Salem, and outside of the above business is well known as

the originator of the enjoyable excursions from this section, that at different periods during the season visit the seashore. Mr. Waddington has been engaged in farming the greater part of his life, and thoroughly understands dairying and the care and preparation of milk and cream. The firm of John P. Bruna & Co. are well worthy a place in this volume.

**Stratton Brothers,** Dealers in Lime, foot of Market Street.—In reviewing the manufacturing and mercantile industries of a community, the writer could not, in justice to the town, confine himself solely to those enterprises that employ large amounts of capital and employ numerous hands. It is by compiling together those that occupy a smaller scale than the large manufacturers that the outside reader is enabled to judge of the advantages of a town either as a place of business or of residence. While the business of producing lime is in some respects under this head, it yet exerts an important part in the success of building operations and without it matters would come to a stand or necessitate the substitution of other materials that at this time is unknown. A leading firm engaged in this business in Salem is that of Stratton Bros., who conduct the old-established kilns of Hilliard & Son, located at the foot of Market Street. They are fully prepared to furnish any quantity of either building lime or that used for fertilizing, of the best quality and at the lowest prices. They also keep in stock calcined and land plasters, cement, hair, sand, etc. The firm is composed of Messrs. David B. and Benjamin Stratton, the latter having immediate charge of the business, he being a practical lime burner of many years' experience. Mr. David B. Stratton for several terms has filled the responsible position of Assessor of the West Ward and is a gentleman very generally respected.

**Mrs. M. Bilderback,** Milliner, East Broadway.—The ladies in no little degree make up a very large proportion of the mercantile trade, and we find representative establishments devoted solely to their needs. Among these the milliner is one of the most essential, and in our cities there are houses in this department of trade that are, in the volume of business, the equal of any other in the town. In Salem, the leading store in this line is that of Mrs. M. Bilderback, who occupies a magnificent establishment on East Broadway. She has been engaged as a milliner for many years, being formerly in business on the opposite side of the street, where she remained until the attractive three-story building now occupied was purchased and a portion of it altered to suit her demands. Recognized as occupying the foremost position in the trade, she receives the patronage of the entire fashionable portion of the city, who find that her tastes and facilities are the equal of any in Philadelphia. Keeping in stock a large assortment of hats and bonnets, ribbons, feathers, plush, and ornaments of various kinds, her artistic trimmers produce effects that are the most pleasing, and in richness exceedingly flattering. She is the first to introduce the new styles as they appear in New York and Philadelphia, and is in close communication with large wholesale houses in both cities, who promptly on their appearance, supply her with the fashionable novelties. She employs, during the busy season, a number of hands and expedites the work ordered at her establishments. Mrs. Bilderback is an active, enterprising business lady, and one thoroughly adapted to occupy the leading position in the millinery trade.



**Salem Oil-Cloth Works,** William Morris, Manufacturer of Floor Oil-Cloth, Foot of West Broadway.—It is tolerably safe to assert, in looking over the various and diversified manufacturing interests of Salem, N. J., that no concern has done more to establish the reputation of this city as a desirable place for manufacture than the oil-cloth works of Mr. William Morris, to a short description of which we propose to devote a few words. This enterprise was established in 1868 by the firm of Hall, Dunn & Hunt, who entered at that time upon the work of making floor oil-cloth. The works were located on Front Street, where they remained until Mr. John H. Morris purchased, in May, 1879, of Mr. Dunn, the property on which the factories are now located. While under Hall, Dunn & Hunt the business grew to large proportions and new and extensive buildings were erected to meet the increased demand. Subsequently the firm underwent a change; first, by the retirement of Mr. Hall, leaving the firm as Dunn & Hunt, and finally, by Mr. Dunn selling his interest to Mr. Hunt, who continued the business as W. R. Hunt until his failure in December, 1877, when his uncle, John H. Morris, purchased the raw materials and continued, with the assistance of Mr. S. W. Dunn, the oil-cloth works until the purchase of the property on Broadway near the Reybold Landing, where large and extensive buildings were erected and the entire business was removed to this site. With all the latest improvements in machinery, a largely increased force of men, a rich and varied assortment of elegant designs, and abundance of capital, he conducted the enterprise until his death, when his son, the present proprietor, succeeded, and the works were again increased to meet the large demand. The plant covers a large area of ground, which is occupied by a large three-story frame printing building and another of same size for painting purposes. Besides, there are several other brick buildings in use for various purposes, the whole works being divided into several departments, where, with the assistance of from seventy-five to one hundred hands, the manufacture of oil-cloth of all kinds is prosecuted with system and celerity. Everything in the process of manufacture of finished oil-cloth is done here with the single exception of the raw cloth. The paint, of which vast quantities are used, is also manufactured at the works, as well as patterns and designs. The cloth in its raw state first receives a coat of ordinary dark paint spread over with niceness and precision, when it is allowed to thoroughly dry, and is then again gone through the same process. It is then taken to the operating-room, where it falls under the manipulation of the skilled operators or printers, who place upon it the attractive colors. This is done by a series of blocks, each representing a color or shade, which must be placed on with considerable care, and in some patterns requiring the handling of at least eight or nine blocks to complete it. It is at this point that the skill of the workman is thoroughly tested, as the smallest error will damage the printing. After printing, the cloth goes through a prolonged process of drying, and at the completion of the operation goes into the shipping department.

The location of the works is particularly fortunate with reference to all the advantages offered by river navigation, freight being loaded within a hundred yards of the manufactory on to vessels or the regular line steamers to Philadelphia, and by this means securing direct shipments to almost any point in the country, a matter of no little importance alike to con-

signor and consumer. This concern is the only one of the kind in Southern Jersey, and its reputation for producing first-class cloth is wide-spread, reaching throughout the whole country. With so many superior advantages, as well as the overwhelming pre-eminence of manufacturing the best cloth in the market, it is not surprising that the business of this concern reaches into the hundreds of thousands of yards, and that a traffic is carried on with all the Eastern and Western States and many of those in the Southern tier.

The head of this extensive concern is Mr. William Morris, a native of this county and a young man of large wealth. He gives to the works his time, and during his proprietorship the policy of its management from the first has been a liberal and a just one, the natural result being that no institution in the city is regarded with greater favor or respect. Mr. Morris has as his right-hand man, Mr. Samuel W. Dunn, who for many years was one of the owners of the old works. Being thoroughly acquainted with every detail of the manufacture of oil-cloth, he is well qualified to take the immediate control of the works, and to his wise and judicious management no little is due for the success that has been attained. The sales department is in the hands of Mr. Wilbur F. Springer, who is traveling throughout the various States continually looking after the interests of the house. As a salesman he has few superiors in the country, and the works are kept running at full capacity to meet the demands he makes upon them for goods to fill his orders.

**Mason Pickling Company,** George M. Ward, Manager, and George W. Price, Salesman, 75 West Broadway, below Third Street.—The above Company has now been in existence for about eight years, and in that time has built up a reputation for supplying a superior quality of goods. Commencing with a small capital and facilities of a most contracted character, the proprietor determined that his preparations should for themselves build up the business, and such has proved to be the result. As they were introduced in various markets, beginning with the trade in this city, they were given a fair trial, and rapidly sprung into popularity, the demand for them at one time exceeding his ability to supply. The works, situated in the rear of Mr. Ward's residence, 75 West Broadway, below Third Street, were enlarged and the facilities for preparation and packing were increased many fold. He makes a specialty of supplying merchants, shippers and families with American chow-chow, American piccalilli, choice family pickles, Bordeaux sauce, and other choice preparations in the pickling line, put up in pint and quart jars. In purchasing in quantity these goods can be secured in buckets, thus making them convenient for retail sale by the measure. These goods are all packed after well-tested formulas, and warranted to keep in any season, being pure and clean in every respect. Cucumber pickles are put up in barrels, half barrels, and quarter casks, in vinegar, and ready for table use. Wherever known the goods of the Mason Pickling Company are standard, and are equal to the very best in the country. Mr. Ward is an elderly gentleman and highly esteemed by all his fellow-citizens. As Friend Ward (he being a member of the respected Society of Friends), he is known throughout the county, and very generally honored by all.

**White Stone Flour Mills.** J. H. Mounce & Co., Proprietors, Front Street, near Penn's Neck Bridge.—Among the landmarks of Salem there are none more familiar to the older inhabitants than the well-known White Stone Flour Mills, situated on Front Street, near the Penn's Neck Bridge, and at the present time the only mill devoted to the manufacture of flour in the city. At the time of the building of this mill, Salem, which is now a progressive city, was only a village, to which the farmers around made weekly visitations for getting their wheat ground and a supply of household necessities. To enumerate the changes it has undergone since its establishment would occupy too much of our space, as they have been numerous, and several of them incompetent. The present proprietors, Messrs. J. H. Mounce & Co., have been at the head of the concern for about three years, and being thoroughly practical are meeting with deserved success. As its name indicates, the mill is built of stone, and five stories in height, with a large steam engine and six run of burrs. The brands of flour manufactured by the White Stone Mills are prime favorites in this market, as well as in the towns along the river, and are widely recognized for their fineness and absolute freedom from all foreign substances or adulteration. The firm makes it an inflexible rule to buy nothing but No. 1 wheat, which he is ready to purchase for cash at highest market prices. Independent of the large trade in Salem, which employs two wagons to attend to it, the mills have a growing demand from Delaware City, New Castle, Penn's Grove and Chester, and the fullest capacity is constantly taxed. Mr. Dubois, a member of the firm and in charge, has long been connected with the milling business, and thoroughly understands the manufacture of first-class flour. Adding to the material resources of the community, and intimately connected with its development and prosperity, these mills have achieved a position as richly deserved as it is gladly accorded.

**Owen L. Jones,** Packer of Canned Tomatoes, foot of Fifth Street.—The largest as well as the oldest enterprise engaged in canning of vegetables in Salem, is that controlled by Mr. Owen L. Jones. This was established about twenty years ago by Patterson & Lloyd, who were succeeded by Patterson & Jones, a firm that continued the business until January, 1882, when Mr. Patterson retired. For many years the works were situated on Church Street, but some eight years ago were removed to the present desirable location. The plant, at the foot of Fifth Street, consists of a large four-story brick building, 80x70 feet, a frame storehouse 100 feet in length, with large storehouse on wharf, the whole making one of the largest and most complete canning establishments in the State, in fact, this has been well-named the model one. The interior of these works are conveniently divided and arranged for the different processes of manufacture, and are light, well ventilated and provided with the most efficient machinery and apparatus for the prompt doing of work in every department. The factory confines itself to canning tomatoes, the vegetables being packed with all their freshness and flavor full upon them. During the canning season, over two hundred hands are employed and nearly a million cans of their celebrated brand of Trophy tomatoes are packed. Such is the care exercised in the canning that all the utensils are scalded and cleaned twice daily, and next to perfect vegetables this is of second importance. The

property extends to the creek, where there is a wharf and upon it a large storehouse, where the packages are stored until they are shipped. The reputation of the tomatoes packed by this house is of the highest order, and, notwithstanding that new factories are being started throughout the county, the demand for them annually increases. The Trophy brand is eagerly sought in every market in this country and many in Europe, and their superiority is recognized by all dealers. Mr. Jones, who has so recently succeeded to the whole business, has had a long experience and is possessed of ample means to prosecute the undertaking with marked success. He is a live, earnest, progressive man, thoroughly in love with the nature of his business, and singularly well adapted by nature and training for the conduct of it. Mr. Jones is a prominent member of the Board of Trade of Salem and active in promoting the public good.

**John W. Foster,** Marble Works, 223 East Griffith Street.—The use of marble is yearly becoming more general, and it forms now an important part in finishing buildings and adorning handsome residences. People of this day also mark the last resting-place of a departed one with more liberality than was common years ago. All these add to the importance of the marble business, and prominent among the dealers in Salem is found Mr. John W. Foster, who is located at 223 East Griffith Street. He has here fitted up a neat and convenient yard, with building for working purposes, and stocked with an assortment of monuments, headstones, etc. He carries marble in the rough state, from which he manufactures door and window sills, steps, and all kinds of building work. Mr. Foster has had a number of years' experience in the marble business and is fully prepared to meet the wants of this community in his line. He letters or ornaments monuments or headstones in a neat and attractive manner and guarantees all work emanating from his yard. Mr. Foster is a native of this city, and is respected as an active and energetic young man.

**Tuft & Fox,** Livery and Sales Stable, rear of Schaeffer's Hotel.—Whoever it was that originated the business of liveryman, gave to the people a great accommodation and one that could not now be dispensed with. It enables those who are not well enough provided with this world's goods to keep a carriage, to secure one whenever their inclination or necessity requires it, and also provides the general public with sufficient conveyances on occasions such as funerals, weddings, etc. There are several stables in Salem and a foremost position among them must be accorded to Messrs. Tuft & Fox, who have a well-arranged stable in the rear of Schaeffer's Hotel. They have several head of excellent driving horses and numerous carriages, such as Germantowns, double buggies, Jenny Linds, buggies and square bodies, many of them being new and all in thorough condition and of good appearance. With their harness and robes, they provide a team not excelled by any stable in the city and while they are good roadsters, are absolutely safe for any one to drive. The firm have been in business over five years and in that time have built up a desirable trade. Messrs. Tuft & Fox thoroughly understand the livery business and provide their patrons with first-class, stylish turnouts. They are both young men and naturally attract much of that trade. Mr. Tuft has been a constable of his ward for several years and fills the position with no little care.

**Joseph B. Youker,** Poultry, Stock and Game, 150 West Broadway.—All matters pertaining to Salem as a desirable place of residence, or a profitable location for the conduct of business, are appropriate subjects for remark in this work. We need no apology, therefore, for a brief description of the house of Mr. Joseph B. Youker, the character of its trade and general usefulness. The house was originally established in 1870 by the firm of Youker & Bro., subsequently reverting to the entire management and ownership of the present proprietor who has greatly increased the business which was commenced upon a very limited scale. The premises of the concern are located at 150 West Broadway, one of the most central positions in the city. It comprises an ample store room, fitted up with special reference to the business, which involves the handling of poultry, all kinds of game and young stock. Every day he receives poultry and game, and on Friday receives stock at the depot of the Salem Railroad, which he ships direct to his purchasers in the large cities. Having a large shipping trade in Philadelphia, New York and Boston markets, he purchases immense quantities of poultry and game, and at all times paying the highest prices. Having all the improvements that have been devised in late years for the perfect preservation of perishable articles, he is enabled to purchase more largely than any other dealer in Salem. Mr. Youker has spent his entire life in this county, and is favorably known as an honorable and upright gentleman. Prompt, efficient and decisive in his character and operations, liberal in dealing and obliging in disposition, he is amply deserving of the prosperity that has attended his efforts, and the esteem in which he is held by the business community.

**George Hires,** Senator, Salem County.—The New Jersey Senate, session of 1882, contained no more consistent or energetic laborer for the people's interests than the gentleman who represented the County of Salem. His large business associations brings him in direct contact with the masses of his county and their needs and desires are made known to him, the avowal of which has made him so popular with his constituents. Senator Hires was born January 26th, 1835, in the township of Elsinboro, Salem County, and at present is engaged in the glass manufacturing business. For many years he was in mercantile life and left it to start the glass-works at Quinton. These works have been the means of building up this enterprising village and giving employment to nearly all the inhabitants. Senator Hires resides in the city of Salem and occupies one of the handsomest residences in that town of attractively-built dwellings and business houses. He has all his life been identified with the interests of Salem County and has ever been a staunch and earnest Republican. Not a partisan, but so thoroughly imbued with the principles and purposes of the party as to act from a conscientious devotion to duty—never seeking office, but always ready to put his shoulder to the wheel to win success. In 1867 he was elected Sheriff, which office he filled with entire credit to himself and to the county. In 1881 he was elected to the State Senate by a large majority in a county that was considered debatable ground for both parties, well showing the high favor with which he is held by his fellow-citizens. During the session of 1882 he was Chairman of the Committee on Unfinished Business and Joint Committee on Commerce and Navigation, and a member of the following:

Committees on State Prison and Passed Bills. While Senator Hires does not lay claim to being an orator, he is fully able to place his arguments before his hearers in the clearest and most intelligible manner and when addressing the Senate or any other body elicits the fullest attention. His business career has been marked by industry, integrity and wise forethought and it has been as successful as it is now extended. As the head of the firm of Hires & Co., manufacturers of window-glass at Quinton, he is known by reputation over the greater part of the country and is a prominent member of the Association of those engaged in this department of manufacture. Few men in Salem County are more generally esteemed and respected.

**S. Counsellor & Son,** Bread, Cake and Pie Bakery, corner Third and Griffith Streets.—The bread, cake and pie bakery of Stephen Counsellor & Son is one of the old established business houses of Salem, the senior of the present firm having began there in his early days. It has for many years maintained the lead in this line of trade, and has secured a reputation for producing good and wholesome bread. Using at all times pure and white flour and giving it careful manipulation, their bread has become generally used among families who prefer to buy rather than do their own baking. In the delivering to their customers they use a horse and wagon and with this they are able to reach all portions of the city. The firm are general cake bakers and have, either in stock or will bake on order, cakes for parties, balls or weddings, at the shortest possible notice. The place of business is at the corner of Third and Griffith Streets, and the firm consists of Messrs. Stephen and John Counsellor, both of whom are practical bakers.

**Firman J. Mulford,** Stationers' Supplies and Fancy Goods, 174 East Broadway.—While reviewing the manufacturing interests and enterprises of Salem, noting those things that are remarkable, and observing particularly the character of the work here executed, the extent of such productions and the general bearing upon the industries and prosperity of the community, we must not in any manner fail to do justice to those establishments that do so much to elevate society by the dissemination of the products of the press and to provide for their use such other evidences of refinement and education as may be required. We have reference to the bookseller and stationer, a prominent tradesman in this branch of trade in Salem being Mr. F. J. Mulford, who occupies an attractive and well arranged establishment at 174 East Broadway. The business was established about eight years ago, the present proprietor having been engaged in it about four years. Possessing a thorough knowledge of what is necessary to make up a desirable stock, he has selected a full assortment of books and stationery, and the numerous variety of articles incident to this business. He makes a specialty of fancy goods, including seasonable cards, suitable birthday and good-will offerings, and keeps a large assortment of the handsomest made. A full line of wall-paper, of fashionable patterns, occupies a considerable portion of his establishment and attracts a large patronage that finds that he is up to the times in his selections. Mr. Mulford is a young man of considerable energy and business tact and has by untiring efforts built up a desirable trade.

**William H. Lawson,** Hats, Caps, Furs and Gents' Furnishing Goods, West Broadway, next door to Post-office.—By far the most important house in Salem engaged in the above trade is that of Mr. William H. Lawson, not only on account of the extent of the business transacted, but because of the really artistic and superior stock which forms a part of this establishment. The house was established in 1867 and still occupies the same popular stand on West Broadway, adjoining the post-office. The building in which it is situated is also well adapted for the business, being in the centre of the city. The store is ample to accommodate a large and varied stock and includes a full assortment of all that is new, attractive and fashionable in head-wear for either men or boys. Enjoying the very best trade of the town he is enabled to select the better class of goods in this line, knowing that it is appreciated. Gentlemen's furnishing goods are an important part of the stock and the variety includes neck-wear of all kinds and styles, shirts, collars, cuffs, underclothing and neck and shirt ornaments. In season he has on sale furs of every description and at prices as low as for which similar goods can be purchased in the large cities. The popular proprietor, Mr. Lawson, is a gentleman possessing a host of friends both in the public and private walks of life. Repeatedly he has been chosen by his fellow-citizens to positions of prominence and honor and creditably and honorably filled them all. No citizen is more highly respected or is more worthy of it.

**Charles W. Casper,** Stoves, Hardware, Tinware, Plumbing, Gas Fitting and Roofing, head of Market Street.—This is decidedly the oldest-established stand in Salem and has occupied more than an ordinary position in the industrial system of this community. The establishment referred to is located at the head of Market Street, and embraces a capacious store, covering a large area and adapted both in situation and management for all the demands of business. Here is conducted a large jobbing and retail trade, extending over the city and surrounding country, and handling an extensive line of parlor, cook and office stoves, heaters, tinware, hardware and housekeepers' goods of all kinds, the depletions of the stock being always replenished by the best and most serviceable goods obtainable in the market. The business is subdivided under different heads for facilities of operation, the repair and manufacturing department being located on the same floor to the rear of the sales-room. The business is one of the oldest and best known in this section, having been established nearly a half-century ago, but only with the accession of the present proprietor at the head of the house did its affairs assume anything like its present importance. The stock on hand is so large and varied that it is useless to attempt to enumerate the specialties, but suffice to say that each department is complete of itself and embraces a full line of everything belonging to its special head. A prominent feature of the business is tin roofing, plumbing and gas fitting, the proprietor having in his employ superior workmen to satisfactorily prosecute orders. Mr. Casper, the popular proprietor of the extensive concern, is a native of Salem County, and has been connected with this establishment for nearly fifteen years. He is known to the public as an enterprising and energetic business man, who has by his untiring energy and business ability pushed himself to a position of importance among the business men of the community. Mr. Casper has

filled several positions of honor and trust among his fellow-citizens, such as City Treasurer, member of Council and Board of Education, and is a member of the Committee having in charge the erection of the new water-works.

**T. T. Jaquett & Bro,** Monuments, Tombstones and Mantels, 110 West Broadway.—The marble yard and works of T. T. Jaquett & Bro. are the largest and most important in this city, and they enjoy the patronage of a large extent of country. This firm make a specialty of fine cemetery work and has turned out some of the most beautiful, artistic and graceful designs in this entire section. They also carry a stock of marble for building work, and will furnish to order door-frames, sills, etc., at the shortest possible notice. The yard is an old established one, and the present firm succeeded Mr. E. H. Robbins, who had conducted it for a long time. It is desirably situated at 110 West Broadway, and is convenient in every respect for the transaction of the business. These gentlemen are thorough artists in their profession and make a specialty of designing monuments and head-stones to order, and have gained a substantial reputation for the high character of their productions. Many evidences of their handiwork can be seen in the cemeteries in the vicinity of Salem and throughout the country. They also keep in stock marble and slate mantels, garden vases and statuary, and have special hearth designs of encaustic or inlaid tiles furnished on application. Both members of the firm are natives of this county and are enterprising, active business men, and as private citizens are highly esteemed.

**F. Hand & Son,** Carriage Builders, 73 and 75 Fifth Street.—Keeping pace with the times and far ahead of many manufacturers, the firm of F. Hand & Son are among the best carriage builders in the State. Established more than twenty-five years ago by the senior of the present firm, the works have a reputation so long extended, that its productions are well known throughout the southern section of the State, and much sought after by those desirous of first-class carriages. Of later years, however, instead of depending upon the already acquired reputation of the house, the firm make every effort to improve upon their previous undertakings, and began turning out a line of coaches, carriages, phaetons, buggies, Jenny Linds, etc., that will commend themselves to the people in any part of the State. The selection of first-class material, well-seasoned wood, and the employment of superior mechanics are necessary to produce work of this kind that combines beauty of design, elegance of execution and good staying qualities. From eight to fifteen men, experienced and skilled artisans, are employed in the departments of the factory, aided by all the most approved machinery to facilitate their work, and the product of their labor meets with ready sale among the home patrons of the establishment. The works of the firm occupy a considerable area at 73 and 75 Fifth Street, and consist of a large three-story building, to which, within a few years, has been added an extensive show-room with upper floors in use for general purposes. In their large show-room may be found fine specimens of the handiwork of the firm, as an extended variety are usually kept on show, except in the seasons when the demand for their carriages exhaust them as fast as manufactured.

The individual members of the firm are Messrs. Frank and Alexander Hand, both of whom are prac-

tical to the business and give it their personal attention. Mr. Frank Hand has spent a generation in the business and is one of the best-known manufacturers in this section. He has filled many positions of honor in the city and, at the present time, is one of its largest property holders.

His son, Mr. Alexander Hand, entered the factory when a lad and practically became acquainted with every department, filling a position as did the other workmen for his father. His thoroughness with every detail soon made him a valuable assistant to the head of the works and he gave him an interest in the business, which soon felt the impetus brought to it by the young member of the firm.

**William Ough**, Dry Goods and Groceries, corner West Broadway and Second Streets.—The leading store in the above line in the western portion of the city is that of Mr. William Ough, located at the corner of West Broadway and Second Streets, where he has been engaged in business for many years. Formerly the store faced West Broadway but when Second Street was widened it took the greater part of the building and necessitated the erection of a new one immediately in rear of his residence and with a front on Second Street. This new store is of good dimensions and well stocked with an assortment of dry goods and all belonging to that department, together with a full and fresh variety of groceries and provisions. This stock has been selected to specially meet the demands of the trade in that section and has enabled him to command a desirable and increasing patronage. Courteous and obliging to all, Mr. Ough retains the customers who once visit his establishment and makes every effort to give them the utmost satisfaction. While of a quiet and unpretentious disposition, Mr. Ough does not fail to study the interests of those who patronize his store, and aims to provide them with the best the market affords for the lowest money.

**James Ayars**, General Machinist and Builder of Steam Engines, corner Griffith and Ward Streets.—While it is true that Salem is not as largely engaged in manufacturing as its advantageous situation would permit, it nevertheless possesses the elements that at no distant day may spring forth and place it where it naturally belongs—among the manufacturing cities of New Jersey. The only enterprise here located that is devoted to building steam engines is that of Mr. James Ayars, who is a practical machinist of many years' standing. He was formerly engaged in business at Greenwich, N. J., and about ten years ago removed to Salem and located at the corner of Griffith and Ward Streets, which he fitted up with modern machinery for the prosecution of his business. He manufactures several specialties, among them his steam engines, which after being tested are pronounced as the equal of any manufactured. A number of them are now in use in this section and all have given the utmost satisfaction. Mr. Ayars makes a specialty of machinery for the manufacturing of tin cans and is very prompt and careful with all his work. His experience is such that he at once grasps what is required to place it in proper condition and goes about it with a knowledge that enhance the early finishing of what is attempted. Mr. Ayars is a native of Cumberland County and since his residence in Salem has become esteemed as a citizen and a thorough gentleman.

**Garwood's Hotel**, John G. Garwood, Proprietor, Market Street opposite Court House.—As a centre for a rich and populous agricultural district, from which they derive their supplies, together with the size and importance of the city itself, makes it a leading business mart, and commanding a position that essentially calls for first-class hotels. In this regard the city will be found in all respects capable of maintaining a reputation equal to any city of its size in the State. In the confirmation of these assertions it is only necessary to refer to Garwood's Hotel, as an illustration of its correctness. This house being one of the best in this section, as well as one of the oldest in the city, has a reputation that makes the traveler feel assured that he has made no mistake, when he finds himself testing its hospitalities. It possesses an advantageous location, being within the business portion and immediately opposite the Court House. It is well furnished throughout, and has a table that is widely known for the quality and liberality of its setting. A large and well-lighted reading-room invitingly bids the traveler to linger, while the sleeping chambers are provided with everything for his comfort and convenience. The popular host, Mr. John G. Garwood, has been the proprietor of the house for fully twenty years, and in that time has well illustrated his capabilities as a hotel keeper. Few men are more pleasant to meet with, or who are more desirous to promote their guests' comfort.

**John Hires**, Dealer in fine Harness, 111 Market Street.—Mr. John Hires, located at 111 Market Street, established this business about three years ago. His store is well stocked with a fine line of harness, including those for single or double use, and manufactured of the best material by thoroughly experienced workmen. He has these mounted in either gold, silver or nickel, as well as the popular and serviceable rubber mountings and at prices that defy competition. He keeps a variety of saddles, bridles, collars, whips, blankets and other paraphernalia belonging to horses, and is at all times ready to manufacture harness of all kinds to order. Among his specialties on sale will be found the best of harness oil. Mr. Hires is a native of this county, and is esteemed as a representative citizen. For five years he was Sheriff of the county, having been elected for a second term of two years by a larger majority than at his first election.

**Hiles & Son**, Dealers in Coal, Grain, Fertilizers, Flour, Feed and Groceries, 13 Market Street.—This is one of the oldest established stands in the city, and for many years in its early history controlled a trade that extended throughout the county. Its founders have long since passed away and the senior of the present firm has been connected with it for many years. The store, at 13 Market Street, is extended and filled with a large assortment of groceries of all kinds, which are sold at prices uniformly low and of good quality. The firm are extensive dealers in coal and have a large yard lying convenient to the creek, in which they keep a large stock of Lehigh and Schuylkill coal. They buy in such quantity that they are able to compete with the lowest in prices and promptly deliver all orders left for them. They are also dealers in flour, feed and fertilizers, and purchase grain, for which they pay the highest market prices. The individual members of the firm are Richard Hiles and his son Biddle Hiles, both of them well-known citizens of the community.

**A. W. Sherron**, Groceries, Provisions, Coal and Wood, Seeds, etc., 158 West Broadway.—The extent to which this enterprise has attained during the past fifteen years is owing not so much to the natural growth and enterprise common to most towns of the size of Salem, but rather to the remarkable business sagacity and energy of the proprietor, who has infused into the whole business advanced ideas and tact that has led on to substantial prosperity. The success of the establishment attests his triumph over every obstacle, especially the one of adversity, and it is a standing monument to his indomitable patience, energy and genius. Occupying the foremost position in the grocery business, Mr. Sherron can look with enviable pride to the past, and single out the culminating and important points that has led to success. Formerly the house was located on East Broadway, two doors above the hotel, but the growing business necessitated larger and more convenient quarters, and he erected the handsome three-story brick building at 158 West Broadway, to which he removed on its completion. The store occupied has a beautiful and attractive double front, with large plate-glass windows, while within the extensive stock is arranged in the most systematic and thorough manner. The establishment is devoted principally to the retailing of fine and staple groceries, of which superior and prime teas and coffees forms especial features. No house in the city presents so full and varied an assortment as will be found here. The canned goods embraces vegetables of all kinds, fruits, tongue, turkey, ham, beef, lobster, mackerel, salmon, pickles and the many toothsome articles among these goods. China, queen's wood and willow ware, in endless variety, together with a list of miscellaneous goods. This house is an extensive dealer in seeds of all kinds. Mr. Sherron carries on a wood and coal yard and keeps in stock large quantities of the different kinds, which is delivered to the purchaser. Mr. Sherron, the head of this concern, is one of the representative citizens of Salem, and occupying a high place both in the business and social circles. Giving his entire attention to the business, he has brought it to a degree of success that marks it as a leading mercantile house of this section of the State.

**Wheeler & Son**, Watchmakers and Jewelers, 149 West Broadway.—From these pages, showing hundreds of houses in a detailed way, it will be noticeable that the jewelry business is not only well represented in Salem, but the splendid assortment in stock, which will aggregate great value, presents a wondrous variety of wares. The representative establishment in Salem, and without doubt the largest in Southern New Jersey, is that of Wheeler & Son, which occupies a commanding location and a handsome store at 149 West Broadway. This successful house was established nearly a half century ago by the father of the senior of the present firm, who came to this country from England with no capital but a comprehensive and thorough knowledge of the watchmaking trade. A small store was opened, and as soon as the son became old enough he assisted the father, and by the aid of the two the business gradually increased. The firm of Wheeler & Son was early formed, and in the long history of the house the title has never been changed, and although the founder a few years ago passed away full of years and honor, the grandson was ready to fill the position of junior member, and thus the house has underwent no change. Though

the house was started in a small way the thoroughness in watchmaking and repairing and the discernment exercised in selecting those styles of jewelry which suit the taste of the people has brought it to the present enviable position as the leading retail jewelry establishment in this section of the State. Carrying a stock in value about \$20,000, it comprises about as neat and complete assortment of gold and silver watches, clocks, diamonds, rings, and every description of jewelry, sterling and plated silverware, spectacles, eye-glasses, opera-glasses, fancy goods, etc., to be found in any city of this size, which are offered at prices seldom obtainable at the largest concerns in the country, and at the same time as absolutely reliable as any house in the city. In the repairing department particular attention is paid to the cleaning and adjustment of fine watches, as well as the prompt completion of all orders for engraving, which are executed in first-class workmanship only. The firm is now composed of Mr. Caleb Wheeler and his son Edgar, who entered the firm by natural succession when the father took the founder's place. Both in business and in social circles these gentlemen occupy an advanced position and are esteemed as representative and honorable citizens.

**Clark Lippincott**, Manufacturer of Lime of all kinds, at Covered Bridge.—While not situated within the corporate limits of the city of Salem this enterprise naturally belongs with the town and demands recognition in portraying its industries. The kilns have been in existence for about fifteen years, and were established by Mr. Lippincott, who has since continued to conduct them in a manner that has placed them at the head in the trade and having a very large proportion of the business. He manufactures stone or slaked lime and keeps in stock usually large quantities of that used for fertilizing purposes. Having in his employ men who are practically acquainted with the details of the productions he keeps always the best lime and sells at the lowest possible prices. The works cover a considerable extent of ground and are situated on the road to the old depot at the north end of the covered bridge. Mr. Lippincott, besides managing the lime business, is engaged in that of farming, and is an active and enterprising gentleman. He is well known throughout the entire county as a public-spirited citizen.

**Acton & Bro.**, Underwriters and Civil Engineers, Office, 99 Market Street.—Prosecuting an enterprise in this direction is the firm of Acton & Bro., which has been in existence nearly two years, and are now located in a convenient situation for the accommodation of all, at 99 Market Street. Among the companies represented will be found the Queen, of Liverpool and London, England, with a capital of £2,000,000 sterling, and the well-known Fire Association of Philadelphia. Independent of the fire insurance business they follow that of civil engineering, the senior of the firm being a practical man to the business. The firm is composed of Messrs. I. Oakford and John Acton, both of whom were born in Salem. The senior is a graduate of Lafayette College, at Easton, Pa. The firm writes its own policies on behalf of all the various companies represented, and adjusts all losses upon the same independent basis; being thus enabled greatly to accelerate the business, settling every detail, assuming all risks and paying all proper claims without the delay usually attendant upon the transactions of ordinary agencies.

**Isaac B. Lawrence**, Dry Goods and Groceries, corner of Fifth and Griffith Streets.—In Salem there are a number of business houses devoted to the above line of trade, none of whom, however, are more popular with the public than that conducted by Mr. Isaac B. Lawrence. The business is one of the old established and solid enterprises of the town and since the proprietorship of Mr. Lawrence, covering over ten years, it has enjoyed its greatest prominence and success. During the past few years he has very much improved and enlarged the store and at this time is one of the best arranged establishments in the city. The location at the corner of Fifth and Griffith Streets, while some squares distant from the business portion of the town, is yet the centre of a thickly populated section, which bestow upon the establishment a liberal and steady patronage. The store is well stocked with a line of goods such as are usually carried by houses of this character and including dry goods, dress goods, fancy goods, linens, notions and the novelties and fancy articles requisite for ladies' use. Fine and staple groceries pure and fresh; canned goods, provisions, meats, salt and fresh, glass, china, wooden and willow ware; cutlery and a full stock of such goods as go to make up a complete assortment of articles daily needed in every household. In August, 1879, Mr. Lawrence introduced a new system of not permitting a book account to be kept with any one and selling solely for cash. This proved to be the key-note of success and it has practically demonstrated that it is the true and safe plan of doing business. Mr. Lawrence is one of the most highly esteemed citizens of Salem County and in the fall of 1881 was the nominee of his party for the office of Sheriff. Although belonging to the minority party he ran largely ahead of his ticket, which attests very thoroughly of the esteem with which he is held. He has occupied the position of Treasurer of the city of Salem, a member of the Board of Freeholders and other important offices.

**Edwin Chew**, Surgical and Mechanical Dentist, 214 East Broadway, adjoining Memorial Baptist Church.—In giving in detail a review of the enterprises that build up and add to the wealth of a community is a particular province of this work and yet the end is only accomplished by giving some attention to the many other branches that in their representative capacity assist in making the town a desirable place of residence. Entering into this detail it is found that the professions are entitled to some notice at our hands and the writer is led to place some facts before the reader of a gentleman who fills an important position in business and social circles of Salem. Reference is made to Mr. Edwin Chew, who is the oldest-established surgeon-dentist in the county and the direct successor of one of the foremost in his profession in this section of the State. His handsome rooms are located in his residence, No. 214 East Broadway, adjoining the Memorial Baptist Church, and here he has an elegantly-furnished reception room, where everything bespeaks taste and refinement. The operating room is furnished with all the improved appliances for extracting the teeth in a painless manner and has also a model operating chair which places the patient in the most comfortable position possible. The manufacturing department is located in the basement and here will be found the same thoroughness in mechanical tools as well as the various metals and compounds for mounting the teeth. Mr. Chew's long experience gives him an advantage not possessed by any dentist in this section and the work emanating

from his hands is of such a superior order that he enjoys the patronage of the best class of citizens, besides hundreds who come from various parts of the country.

**Charles G. Bailey**, Cigars and Tobacco, 156 West Broadway.—This is one of the most popular stores in Salem and it is safe to say that it is more generally frequented by the members of the sterner sex than any other in town. It is desirably situated at 156 West Broadway, immediately opposite the post office, and in dimensions is the largest tobacco house in the city. Established about fifteen years ago, it has built up and still retains a large per cent. of the best trade of the city, and is recognized as occupying the lead in the general character of its stock, which embraces fine imported and domestic cigars, smoking and chewing tobaccos of the popular brands, snuff, and a full line of smokers' articles, from the common clay pipe to the handsome meerschmum. The stock being large, lovers of the weed are better able to find what is desired than in many stores, and the practical knowledge of the business possessed by the proprietor is a sure guarantee that it has been selected for its quality and merits. Mr. Bailey's obliging manner, intelligence and good sense coupled with his superior stock of goods, combine to render him one of the most popular business men in this delightful and attractive town. For several years he filled the office of City Recorder and acceptably acquitted himself in that position. During the spring and summer seasons he is also engaged in the vegetable and fruit business. He is ably assisted by his son Harry, a young man, as popular as his father.

**Schaefer's Hotel**, Christian Schaefer, Proprietor, Nos. 155 and 157 West Broadway.—This hotel is very popular with a large class of Salem's citizens and also with many who visit this city on business. It is located in a most convenient situation and is a large three-story frame building, neatly fitted up and well furnished throughout. Though not established as long as the other two hotels in the city it nevertheless enjoys a wide reputation as a well-managed house, and attracts to itself a large patronage. The rooms are furnished comfortably and the table is bountifully supplied with all the season provides, and served and cooked in a thorough manner. The bar is supplied with a full line of brandies, wines, whiskies, etc., and the best manufactured is always at hand. Mr. Schaefer, who has been the landlord of the house for many years, thoroughly understands how to keep a good hotel, and is popular with all who frequent his house.

**Richard P. Hiles**, General Store, 25 Market Street.—Conspicuous among the stores located beyond the centre of business in Salem, is that of which Mr. Richard P. Hiles is the proprietor. The business he is now carrying on with so much energy and success, was originally established more than a quarter of a century ago. His stock of goods is large and consists in part of groceries and provisions, house-furnishing articles, wooden, willow and earthenware, and a carefully selected stock of staple and fancy dry goods, notions, etc. One secret of his success and popularity lies in the fact that he never allows the quality of any portion of his stock to deteriorate, buys all goods from first hands at the lowest cash prices, and is content with a small margin of profit.

**Smith & Stepler**, Carriage Builders, 236 and 238 East Broadway.—Prominent among the leading carriage builders in Salem County, we find the firm of Smith & Stepler, who occupy a three-story frame building of ample dimensions. They employ several hands, each of whom has been selected for fitness in his particular department. The carriages and wagons made by the firm are celebrated for their lightness, when that is required, strength, staying qualities and beauty of finish. The materials are carefully selected, special regard being had to the wood, a large stock of which is always in stock undergoing the process of seasoning. The iron work receives particular attention and the painting, varnishing, trimming and furnishing are equally the subject of skillful and faithful manipulation. A specialty is made of building heavy farm and road wagons which are put together in the most substantial manner. This firm builds to order or sells from its ready-made stock, carriages equal in every respect to those turned out by many large city manufacturers. The individual members of the firm are Messrs. Simon B. Smith and Peter Stepler, who are thorough, practical men in their business. They are

pleasant and courteous to all and make every effort to give satisfaction in their work.

**Paul Erhardt**, Lock and Gunsmith, 220 East Broadway.—It is very essential in all communities that there should be some one to fill the important position of locksmith and the kindred occupations. In Salem there is found Mr. Paul Erhardt, who has been engaged in the business for about twenty years and controls now a representative trade. The most important feature of his business is the handling of fire-arms, he keeping in stock an assortment of first-class breech and muzzle loaders. Particular attention is given to the repairing of arms of all kinds, as well as keeping in stock of a line of gunners' supplies, such as game-bags, ammunition holders, powder, shot, etc. Independent of this branch he executes satisfactorily and promptly orders for all kinds of locksmithing, using the best material and careful attention. Mr. Erhardt occupies a convenient store at 220 East Broadway and in his business transactions is a gentleman of integrity and honor.

## WOODSTOWN.

In the centre of the richest agricultural section of Salem County is located the handsome town of Woodstown, with a population of nearly two thousand. It is three miles distant from Yorktown Station on the West Jersey Railroad, the present nearest point for railroad facilities, with which it is connected by stages to all trains. Few towns in the State are more invitingly built up, the residences being attractive and nearly all surrounded by large lawns, which are kept in the most thorough condition. The streets are wide, graded and hard and level, and the sidewalks are always maintained at an excellent standard. The business of the town is large and drawn from the upper portion of Salem and the lower section of Gloucester Counties, and is chiefly confined to the mercantile trade. Adjacent to and surrounding the town on all sides of its boundaries are located some of the finest and most productive farms in the State and from their well-tilled and cultivated acres and cleanly and well-kept dairies are supplied the sweetest butter and richest milk and the choicest fruits and vegetables. The health of the town is proverbially good, as the large number of its long-lived residents and citizens abundantly demonstrates. There are four churches—Baptist, Catholic, Methodist and Friends; one newspaper, *The Register*; a National Bank, library, public hall and excellent public and private schools. During the present year it is expected a new railroad will be opened, direct from Woodstown to Philadelphia, which will doubtless add much to the growth and prosperity of the place and bring into the market for building purposes the available land adjacent to the present built-up portions.

**Lippincott & Hollinshead**, General Store, Hunt's Building, Main Street.—In this article we wish especially to call attention to the house of Lippincott & Hollinshead, which is located in what is known as Hunt's Building, on Main Street, and was founded about twenty-one years ago by the present firm. The store is handsome inside and out, and especially arranged and fitted up for the business carried on. The several departments are conveniently divided and the goods of each arranged in such manner as to afford the most intelligent examination on the part of purchasers. Dry goods are here in great profusion; cassimeres, dress patterns, an endless quantity of notions, underwear, furnishing goods, toilet and fancy articles—which form the staple of the stock, and

will at once suggest how wide a range it has and how completely it is adapted to the multitudinous wants of the people in and about Woodstown. The stock of groceries forms a very important department of this admirably-conducted and complete establishment. The business of this concern has increased very largely within the last few years, and a large and liberal patronage is enjoyed. The store has a front of twenty-two feet and a depth of sixty feet and employs three hands. The stock carried is maintained at about a valuation of \$10,000, which is the largest, with a single exception, of any in Woodstown. The membership of the firm comprises Isaac H. Lippincott and David Hollinshead, gentlemen of tact, ability and enterprise.



**Joseph K. Riley, Boots and Shoes, Main Street.**

—The town of Woodstown is in the centre of one of the richest agricultural districts in New Jersey, and in its appearance is certainly one of the most attractive. Built upon high land, it has all the advantages for desirable and healthy residence, and the thriving community about it makes the town unusually acceptable as a place for general business. Few towns of its size can claim a better class of merchants than are at the present time engaged in business at this point, they being active and enterprising, and having the prosperity and interests of the town in their every movement. The leading citizen of Woodstown is Mr. Joseph K. Riley, a gentleman who has done more than any one person to advance the material improvement. He is now the oldest living resident, and is widely known throughout the entire lower section of the State. A greater part of his life he has filled the responsible position of Justice of the Peace, and been called upon year after year to adjust the differences that have sprung into existence in his community. While filling this office, he transacted business of a general conveyancer, and repeatedly has settled large estates in a manner that reflected most creditably upon his honor and integrity and business qualifications. To him, more than any other person, Woodstown owes the railroad that is now being built through the town, he having worked unceasingly for its promotion. With his personal efforts, he placed considerable capital, and is the largest individual stockholder in the new company, and its present secretary and treasurer. In his native township he has frequently held offices of trust and honor, and is, throughout, the most popular man of all its citizens. In 1881, his name was advanced for the position of Associate Judge of Salem County, but the manifold duties of his business, public and private, were of such a nature that, he, himself, gave the movement no encouragement. His commercial life commenced in 1842, when he began operations in dry goods and groceries, in Woodstown, and continued in this department of trade until 1862, when he retired. In 1874, he again entered mercantile life, and opened the present boot and shoe establishment, which is desirably located in the centre of the town, and alike convenient for the trade from all sections. Being the heaviest dealer in this line, his stock is of the choicest, and embraces the fullest assortment of all foot-wear for ladies, gentlemen, misses and children. This stock reaches a value of \$3,500, and is as large again as carried by any other house in the town. The store is commodious and convenient, furnished with every appliance for the proper prosecution of the business, and in dimensions is 20x60 feet. The store is directly in charge of a competent assistant, Mr. Riley, however, giving the whole business his attention and supervision. The people of this section of the county should congratulate themselves in having an establishment in this line so well adapted to meet every want and requirement. Mr. Riley has always taken a leading interest in all public affairs, and done much to promote the welfare and industrial thrift of the community.

**Lippincott, Weatherby & Co., Lumber, Hardware and Agricultural Implements, Main Street.**—One of the largest houses in Woodstown is that of Messrs. Lippincott, Weatherby & Co., who are extensively engaged in the lumber, hardware and agricultural implement trade. In examining into the history of the house it is found that it was established

in 1867 by Weatherby & Lippincott and continued under this firm until 1881, when Mr. Weatherby retired and the firm of Lippincott, Weatherby & Co. was formed, the son of the senior of the old firm taking the second place in the new. They are located in the southern end of the town and occupy a plat of ground one and a half acres in extent, on which are the buildings and lumber yard. The yard itself is quite capacious and admirably adapted to their requirements and wherein are stored about three hundred thousand feet of lumber of various descriptions, required to meet the necessities of the trade, together with a well-chosen stock of laths, pickets, shingles, etc. The hardware department is confined exclusively to that for building purposes and is extensive in its variety. The phosphate and agricultural implement business is a branch of enterprise that meets with ample support and the only dealers who make the supply of these articles a specialty in Woodstown is the firm of which this article treats. Everything pertaining to implements used upon a farm are here obtainable, representing a number of the best implements and machines for different purposes used upon a farm. They are the special agents for the well-known Walter A. Wood's mowers and reapers and control the sale of the machines for Salem, Gloucester, Camden, Cape May and Atlantic Counties. The co-partners are Messrs. William F. Lippincott, William N. Weatherby and D. D. Lippincott, all natives of Woodstown and young men of thorough business capabilities.

**Lawson & Clayton, General Merchandise, Main Street.**—In Woodstown there are a number of business houses devoted to the general merchandise trade, none of whom, however, are more popular with the people than that conducted by the firm of Lawson & Clayton, whose well-arranged establishment is located on Main Street in the centre of the town. The business is believed to be one of the oldest established in Woodstown, and from the first was popular and met with such encouragement that put it at once on a solid business footing. The head of the present firm, Mr. Jas. D. Lawson, succeeded to the business about sixteen years ago and conducted the enterprise alone until 1881, when the firm as now known was constituted. A large and convenient building is occupied, the main store being in dimensions 22x60 feet, with second story and basement of same proportions. In dry goods, dress goods, fancy articles, linens, etc., the stock is particularly well selected, embracing all the novelties and staple goods requisite for ladies' wear. Fine and staple groceries, pure and fresh, canned goods, provisions, glass, china, wood and queensware, and a full stock of such goods as go to make up a complete assortment of goods daily needed in every household. A particular department is devoted to the sale and manufacture of clothing, the firm employing five hands in producing these goods. No establishment in the town has a better reputation for ready-made clothing, or have a choicer or more serviceable assortment of these goods. Their entire stock is obtained from reliable houses and consequently is reasonable in price and of superior quality, and in value amounting to between \$5,000 and \$6,000. Independent of those engaged in the manufacture of clothing there are three other assistants, the whole receiving the personal supervision of the proprietors. The individual members of the firm are Messrs. James D. Lawson and William D. Clayton, the former a native of Salem County, and the latter of Tamaqua, Pennsylvania.

**Woodstown "Register,"** William Taylor, Editor and Proprietor.—In 1869 the above-named journal was started as a regular weekly paper, having the previous year been issued fortnightly as a means of advertising real estate of the Franklin tract, in southern Gloucester County. In 1870 the publication office was transferred from Clayton, Gloucester County, to Woodstown, Salem County. A considerable circulation was soon obtained for the *Register* in both counties, and this gave the paper a good position from the start. In the twelve years since the *Register* became a permanent enterprise in Woodstown, the sheet has been enlarged three different times, till now it is among the largest in South Jersey. The paper has been independent on all subjects—neutral in none; and has especially kept the local happenings fully chronicled. The founder of this well-known newspaper, Wm. Taylor, who is yet its editor and proprietor, has seen Woodstown gradually rise in importance since he began to issue the *Register* there, twelve years ago. This town has a great many new and elegant dwellings, lately erected, and brisk and solid business enterprises have sprung up from time to time, till at this writing it is one of the handsomest in the State.

**French's Hotel,** S. French, Proprietor.—This hotel, situated on a beautiful portion of Main Street, is a model one in every respect; it is seldom, indeed, that travelers find a house so perfect in its appointments outside the large cities. Built originally for a hotel, covering ground 50x100 feet, three stories in height, large verandas shading the house on two sides, reading-rooms for gentlemen, and parlors for ladies, all on the first floor. The chambers, twenty-five in number, are large, beautifully furnished and scrupulously clean; the beds equal to any to be found at the finest hotels in the large cities. The dining-room is large,

light and well ventilated; the table is bounteously supplied with well-cooked dishes in great variety, politely served by attentive waiters; in fact, the bill of fare will compare very favorably with all, and far surpass some of the noted houses in Philadelphia. In the basement is a fine restaurant and billiard room. The proprietor, Mr. French, is a hotel man of large experience, genial and courteous, understanding fully the wants of the traveling public, he merits deservedly the success he has achieved in running one of the finest hotel in Salem County.

**Mark Ayares,** Carriage Builder, Salem Street.—About a year previous to the breaking out of the Rebellion (in 1860) Mr. Mark Ayares began the manufacture of carriages in Woodstown. From that time, twenty-two years ago, to the present, with the exception of three years, he has continued in the business at the stand where now located, and has built up a large and desirable trade. The main building is thirty-two feet square and the other is 20x32 feet, both of them being of frame. The carriages and wagons built by Mr. Ayares are celebrated for their lightness—where lightness is required—strength, staying quality and beauty of finish. In the ware-room there is at all times an assortment of carriages of his own manufacture, built with the same care and of the same superior material as is used when built to order. Mr. Ayares also repairs wagons of all kinds, and carries on a general line of blacksmithing. In competition with many other manufacturers of the county Mr. Ayares has repeatedly won the first premium for good work at the fair of the West Jersey Agricultural and Horticultural Association. In his factory he employs five hands and annually produces about \$5,000 worth of manufactured work. Mr. Ayares is a native of Salem County and for twenty-eight years has been a resident of Woodstown.

## PENNSGROVE.

This pleasantly situated town and summer resort is on the Delaware River, twenty-eight miles from Philadelphia, and at the terminus of the Delaware Shore Railroad. It is one of the most attractive points on the river, and during recent years has become widely known. Pennsgrove is in the northern portion of Salem County, twelve miles from Salem, and is one of the most prosperous villages in this section of the State. It is an old settlement, though its growth is of recent years, and in 1833 it contained only six or eight dwellings. At that time the Wilmington and Philadelphia steamboat touched here daily, and a four-horse stage made daily trips between here and Salem. Pennsgrove of to-day contains about 1,200 population and is the centre of considerable trade, the country to the north, south and east, comprising much of the best land in the county, and largely utilized for trucking purposes, immense quantities of sweet potatoes, melons and fruits being shipped to market from this point. The town is well built, and contains several large business houses. It is also the location of a popular hotel, under the proprietorship of Mr. Joseph G. French, which attracts guests in such numbers during the summer months as to tax its capabilities to entertain, although its room is most ample. There are two churches, excellent public schools, several beneficial organizations and a weekly newspaper, the *Pennsgrove Record*, which was first issued in 1878, and now published by Mr. J. W. Laughlin. The Delaware Shore Railroad run three trains, at convenient hours each way, daily between Pennsgrove and Woodbury, where there is immediate connection via West Jersey Railroad to and from Philadelphia without change of cars. Several steamboats stop here during the summer months, there being steamers daily each way on the river. The steamer "Susie McCall" makes several trips daily to Wilmington, Del., and connects in mid river with the mammoth steamer "Republic" to and from Cape May. Under these advantages Penns-

grove is rapidly growing in business and population, and is at present one of the most attractive points on the river. One mile south of Pennsgrove proper is located South Pennsgrove, or Helms Cove, where the extensive business enterprises of Sumnerill & Bro. are located. The prominent industries of this community are as follows:

**S. R. Leap & Bro.,** General Merchandise.—This establishment, a tribute to the administrative ability of its proprietors, dates back to about the year 1800, when Pennsgrove was but a collection of a few scattering houses. Its establishment goes back so far that the name of its projector is hidden in obscurity, and there is naught else but to confine our facts to the present firm, who are the real founders of the now extensive enterprise. In 1850 the firm of S. R. Leap & Bro. purchased the store and found the business of about ordinary proportions. Neither of the young men had yet passed his twenty-first year, and by many were deemed altogether too young to enter business life alone. They, however, as has since been thoroughly attested, possessed very superior business talents, which soon manifested itself in every department of their store, at that time quite small. Through the hazardous times preceding the war they conducted their enterprise successfully, and when the increased business of the stirring times of the Rebellion came upon them they were in a most excellent condition to receive a large share of the changes, which soon placed them on the road to success. During the past decade each year has brought more extensive trade, until in 1879 their large store was entirely inadequate to accommodate it. They then opened a branch on the opposite side of the street, 24x46, in which they placed clothing in great variety, gents' furnishing goods, boots, shoes, and hats and caps, and similar goods. This for a time appeared to relieve the crowded condition of the main store, and for a year the business continued without a change. However, in 1880, the firm saw the necessity of increased room and at once built the handsome three-story building at present occupied. This change from the old building to the new was effected without the stoppage of business for a single day, the one being demolished and the other erected, and not an hour's business lost. This is not only marvelous but well illustrates the vast fund of ingenuity and enterprise of the house.

The present handsome establishment is the largest in Salem County, and in dimensions is seventy-seven feet square, and throughout is a model of neatness and convenience. The main department is devoted to the sale of goods of the general store, including dry goods, groceries, etc. The assortment embraces everything in seasonable goods, from the finest fabrics for ladies' wear to the staple line of domestic goods, including a full line of notions, trimmings, hosiery, etc., and for gentlemen's wear a very desirable and stylish line of cassimeres, suitings and heavy goods. In the grocery department they carry a complete line of staple and fancy goods, such as are required to meet the demands of a first-class trade, the aim of the house being to keep such a stock as will enable them to supply the wants of their extensive trade at all times. In an adjoining room will be found a full line of carpets, oil cloths, rugs, mats, etc., and a room to the rear of this is devoted to the flour and feed, and goods that leave more or less dirt in their handling. The greater portion of the second floor is thrown into a large furniture ware room, the firm recently adding this specialty to their business. They will carry a full line of furniture of all kinds, and will furnish their patrons with choice bargains in these goods.

The third floor is used for general storage purposes, and here will be found sufficient goods to stock a good sized store. This immense stock reaches a value of \$20,000 and their annual business is of enormous proportions, probably exceeding that of any establishment in the county. Five assistants are employed, and they are kept very active to meet the patrons with prompt attention.

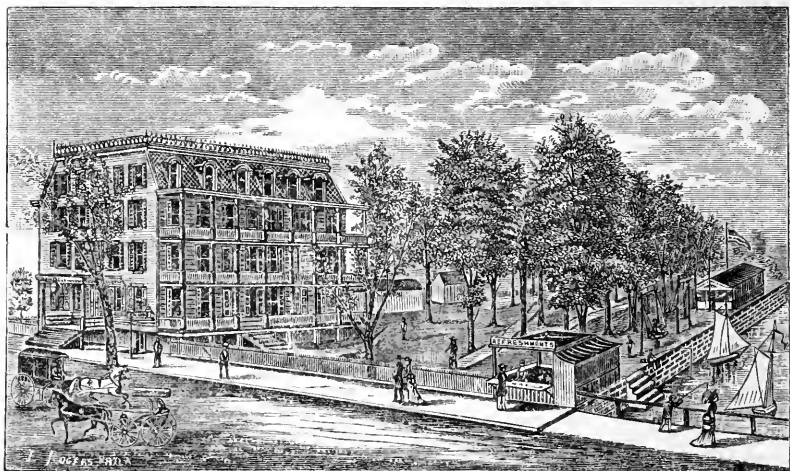
Messrs. S. R. Leap and David D. Leap, the enterprising members of the firm, were both born in Auburn, Salem County, the former in 1830 and the latter in 1836. Mr. S. R. Leap is postmaster of the town, and both are gentlemen occupying the very leading position in this section of the county. The standing and position of the firm is such as to entitle them to the highest consideration, and the manner in which its business is conducted is a fine exemplification of those principles without which no permanent success could be achieved.

**Dr. M. Johnson,** Druggist and Practicing Physician.—Purity in drugs and medical compounds is a specialty which Dr. Johnson has built a reputation on, and it is a system that is steadily adhered to in his establishment. In stock he carries a full line of chemicals, patent medicines, drugs, sundries, Landreth's garden seeds, and a full line of fancy goods and such other goods as are usually kept by stores of this nature. The compounding of prescriptions and recipes is a feature in which the Doctor takes special pains to excel, and they receive the fullest and most careful attention, thus guaranteeing accuracy and purity. Nothing but strictly pure and fresh drugs are ever permitted in stock, and they being purchased from leading reliable wholesale and importing houses of large cities. Dr. Johnson is a graduate of the University of Pennsylvania, class 1850, Medical College, and in conjunction with his drug establishment is engaged as a physician and controlling a large and important practice. Possessing a thorough knowledge of medicine and the laws upon which it is administered, he is not only the more capable physician, but the better qualified druggist. Dr. Johnson is one of the leading citizens of Pennsgrove, and is widely known and esteemed as a gentleman of knowledge and integrity.

**Joseph A. Robbins,** Harness.—The only establishment in Pennsgrove devoted to the manufacture of harness is that of Mr. Joseph A. Robbins, who occupies a shop in the business portion of the town. His store is well stocked with a line of harness, including those for single or double uses and manufactured of the best material by thoroughly experienced workmen. He keeps a variety of bridles, collars, lines, blankets, and other specialties belonging to horses, and is at all times ready to manufacture harness of all kinds to order. Farmers and others requiring heavy gears, will find that Mr. Robbins manufactures them in a most excellent manner and of leather that will stand constant use for a long time. A department to which he gives his special attention is that of repairing. Mr. Robbins is a native of Salem County and a young man who will make his mark.

**French's Hotel,** Joseph G. French, Proprietor.—To Philadelphians and residents of Eastern Pennsylvania, we wish to speak of one of the most inviting places to spend the summer, and which is in easy reach by either steamer or rail. The point in question is the town of Pennsgrove, which occupies the banks of the river Delaware, twenty-eight miles distant from Philadelphia. During the few years past the place has sprung into popularity and is visited by large numbers. The leading house of Pennsgrove is that known as French's Hotel, Mr. Joseph G. French, proprietor, and to this gentleman is due the credit of making many of the attractions that has given the place its popularity. He took possession of the house in 1869, thirteen years ago, and each year has witnessed some improvement that he has added, until at the present time it is one of the complete houses catering for summer guests in Southern Jersey. It is an attractive frame building, five stories in height, and situated at the river bank, the steamboat

landings being directly adjoining the property. The river air is most marked, and weak and enfeebled visitors are astonished to find with what rapidity their appetites return and with what a keen sense of pleasure they enjoy the various amusements offered for their entertainment. The view from the piazza of the hotel or the seats under the shade trees in front, is of the most inviting and not wanting in attractions. The scenery is far from being monotonous or uninteresting—a river view, from its very nature, must always be full of changes and this is emphatically the case when the out-look is on the broad river occupied by vessels of every description and all nationalities, passing and repassing or riding at anchor, waiting for a favorable wind. To the north there is a sweeping view up the stream as far as Chester, while to the south it is unobstructed to near Fort Delaware, and in front is the broad expanse, with the beautiful city of Wilmington, in graceful regularity, rising up as the background.



landing being directly adjoining the property. The house has forty-five rooms, with accommodations for one hundred guests, and each chamber is well lighted, thoroughly ventilated, and furnished in great part with new and neat furniture, good, comfortable and clean beds and bedding being a feature of the house. The ladies' parlor is on the second floor, opening on to a wide piazza, facing the river; the dining-room, with a seating capacity for one hundred guests, is situated on the same floor, and is equipped solely for the comfort of the patrons of the house. On the first floor there are located the bar and billiard rooms, which are conducted entirely in an unobjectionable manner. Everything within the house has been selected with the single idea of promoting the pleasure and comfort of the guests.

The situation of the house is most excellent and during the summer the alternate land and river breezes modify the heat, rendering the days and nights suffi-

ciently cool for comfortable sleep. The tonic effects of river air is most marked, and weak and enfeebled visitors are astonished to find with what rapidity their appetites return and with what a keen sense of pleasure they enjoy the various amusements offered for their entertainment. The view from the piazza of the hotel or the seats under the shade trees in front, is of the most inviting and not wanting in attractions. The scenery is far from being monotonous or uninteresting—a river view, from its very nature, must always be full of changes and this is emphatically the case when the out-look is on the broad river occupied by vessels of every description and all nationalities, passing and repassing or riding at anchor, waiting for a favorable wind. To the north there is a sweeping view up the stream as far as Chester, while to the south it is unobstructed to near Fort Delaware, and in front is the broad expanse, with the beautiful city of Wilmington, in graceful regularity, rising up as the background.

Everything that can add in any manner to the comfort of the guests has been added to French's Hotel and the table is presided over by his most estimable lady—the embodiment of geniality, grace and thoughtfulness. The market gardens and farms of the surrounding country furnish a supply of early vegetables, fruit, poultry and eggs and the more substantial requisites of beef and mutton, butter, etc., are unsurpassed. The *menu* at all times is strictly the choicest and varied. Situated at the foot of the steamboat landing, where during the summer season, several steamers land daily, the hotel is most convenient and at the same time relieved entirely of the death-dealing monotony so common to summer resorts.

The proprietor of this attractive spot, Mr. Joseph G. French, is a native Salem Countian and a hotel man of long experience, thoroughly understanding the necessities of a first-class house and keeping it always to that standard.

**John Summerill & Bro.,** General Store, Lumber, Grain, Coal, Twine and Guano, etc., South Pennsgrove.—A little less than a mile below Pennsgrove is located South Pennsgrove, or as more intimately known, Helms' Cove. The only business enterprise at this point is that conducted by John Summerill & Bro., which they, and their immediate predecessors, have controlled for sixty years. Their general store occupies a large two-story building and is a first-class establishment in every respect, its stock of goods being large and valuable, comprising a general line of dry goods and notions and fancy articles, carefully selected, and from the finest to the medium grades. An excellent assortment of groceries and provisions is an important feature of the establishment, which a large and active trade compels them to add to so frequently, that a perpetually fresh stock is at all times in store.

The firm are heavy dealers in lumber, controlling all the shingles made by one of the largest manufacturers in the South, and carry an extensive stock in their yard near the store, and which includes all kinds of lumber for building and other purposes. They are also engaged in the grain and coal business, as well as importers of gilling twine, and are widely known in these specialties. Nearly all the grain produced in this section of the county is put on the market by this firm, and through a long and successful business career they have proved themselves to be most judicious men, with a thorough understanding of the grain trade, having handled 130,000 bushels of corn in a season, this being the surplus product of this vicinity. This firm, in connection with Hires & Co., of Quinton Bridge, Salem County, under the title of Summerill & Hires, are largely engaged in importing Orchilla guano, which is gradually coming into very general use among the farmers of this portion of the State. It is not only superior in productive qualities to any other in the market, but these gentlemen have been able, by controlling direct importations, to place it in price below others, now selling it at \$23 per ton cheaper than any other. The firm has in their possession hundreds of unsolicited testimonials to its merits, and in them the following expressions are the burden of the contents: "I consider it has no equal." "The best fertilizer in the market." "It has increased the crop one-third for three successive crops," etc. We append the following scientific authority on the Orchilla guano.

A. Herbert, late Professor of the Agricultural College of Maryland, says: "I have carefully examined a specimen of Orchilla Guano, and I am clearly of the opinion that the analysis indicated that its origin is the same as that of the guano from Chili and the coast of Africa, to which it bears a strong resemblance. In all these guanos the proportion of bone phosphate of lime is much larger than in that from the Peruvian Islands, while the ammonia and nitrogenous matter is barely perceptible. But the great facility with which the phosphoric acid can be dissolved out by means of heated solutions of alkaline salts or weak acid, and the absence of clay is a clear proof to my mind that the deposit is not a mineral deposit, but would indicate that it was excrementitious as that of Peru is generally supposed to be. The decompositions which the rain, sun and wind would cause, is sufficient to account for the loss of ammonia and nitrogenous matter which are so prominent in the specimens of genuine Peruvian guano."

Prof. W. P. Torny says: "The Orchilla, which seems to be an organic deposit, can be recommended

to the farmer for use in its crude state, more especially for cereals, since one of its constituents, the Phosphate of Magnesia, is found in the grain of cereals."

Prof. J. W. Mallett, of Charlottesville, Va., says: "This material decidedly recommends itself to the attention of farmers by its large proportion of Phosphoric Acid, and by its physical condition, most of it being already in powder, and the few lumps easily crushed by a shovel or between the fingers, so that no grinding is needed."

Prof. G. A. Liebig, says: "This guano, which is truly an organic deposit, deserves well the attention of the farmer, not only on account of the high grade of its Phosphate of Lime and Alkaline Salts, but more particularly for the physical condition and texture in which the Guano is presented."

Summerill & Hires, and John Summerill & Co., of Pennsgrove, and George Hires, and Hires & Co., of Quinton Bridge, control the wholesale trade of Orchilla Guano for New Jersey.

All the citizens of the community have had transactions with the firm of Summerill & Bro., at different times, in some of the various branches of their trade and have received satisfaction in all cases. Their coal is among the best varieties to be had in the market and an extensive stock is carried to meet the trade. Under the firm name of Summerill & Co., they started the canning business in 1879 and now put up about 200,000 cans of tomatoes during the season and employ from seventy-five to ninety hands. During the season of 1882 they intend to enlarge their facilities and produce a much larger amount. They give this portion of their business the closest attention and their goods already have secured an enviable name in the market. The tomatoes canned by this firm are known as the Jersey Favorite and are eagerly sought after in the New York, London and other large markets. They grow their own fruit and select none but the best and pack fresh from the vines every twenty-four hours. The canning house was especially designed for the purpose and possesses every facility for the prompt handling of the goods carried. Messrs. John and Joseph Summerill, the members of the firm, are natives of this section and have always been identified with its interests and prosperity. The firm of John Summerill & Co., in every respect, is a worthy one, the individual members being gentlemen of irreproachable character, enterprising and reliable, and the house, in its diversified interests, presents advantages not easily duplicated by any contemporaneous establishment and is most heartily commended.

**William H. Bilderback,** Stoves and Tinware.—The only dealer in the above business in Pennsgrove is Mr. William H. Bilderback, who has been engaged here over twelve years, and now possessing a very acceptable business. He keeps a large supply of stoves, heaters, etc., and all the accessories thereto pertaining, from the large cook to the elegant parlor burner. Everything needed in tinware is kept in stock, and special goods are manufactured to order promptly and satisfactorily. He also does all kinds of metal roofing, particular attention being given to this portion of the business, and takes large or small contracts, filling them promptly at reasonable prices. Mr. Bilderback was born in this county, and after practically learning the trade, came to Pennsgrove and opened the present enterprise.

**W. H. Denny & Bro.,** General Merchandise.—The store of W. H. Denny & Bro. would be a credit to many a larger town in respect to the variety, quantity and quality of the stock. This enterprise was established many years ago by the present proprietor, and under capable and judicious management the business has grown from a small beginning to a prosperous and rapidly increasing trade. The store is large and well adapted for the purpose to which it is applied, is conveniently fitted and appointed in every particular, and is a model of order and system. We cannot pretend to give a list of goods kept for sale, but they are numerous enough to supply the wants of the entire community. Here is a large and excellently well selected assortment of fine dress goods, trimmings, notions, white goods, muslins, cambrics, linens, and a general line of ladies' goods of all kinds. A fine line of fancy and staple groceries is an important feature. China, glass, queensware in immense variety, and hundreds of other articles that go to make up such a general line of merchandise as is brought into daily use in every household. In the grocery department will be found a stock large and valuable, comprising everything belonging to an establishment catering for the best trade. There is an extended assortment of goods classified under the head of ship supplies, and from this point vessels of all kinds can provide for either long or short voyages. This is the barest outline of a stock which is frequently depleted and replenished as often. The goods are always new and fresh, and all new styles and articles appear upon their counters as soon as they are offered in the market. The firm carry a considerable stock of implements for farmers, and their assortment in this line is very extended, and including everything needed by agriculturists. The stock is purchased for cash at first hands, and the prices are as low as the same goods sell for in the cities. The individual members of the firm are Messrs. W. H. and Gideon Denny, both of whom are natives of this section, and who have familiarized themselves with the business and the wants of the public by an early and devoted apprenticeship to the trade. They are regarded as business men of enterprise, energy and ability.

**Henry Barber,** Dealer in Coal and Lime.—One of the leading citizens of this section of the county, is the subject of this sketch, who is engaged in the coal, lime and general farming business at Pennsgrove. He is well located at the head of Harmony Street, where he has

ample facilities for landing a large quantity of coal. His stock in this line embraces coal from the well-known mines of the Lehigh and Schuylkill region and all of which is well screened and slated before reaching the customers. On the premises is a kiln, wherein is manufactured lime for manufacturing purposes, he supplying the farmers of a wide territory. Mr. Barber is also engaged in farming and resides upon a farm of sixty acres adjacent to the town, which he has placed in a high state of cultivation. He was born in the township of Upper Penn's Neck, July 12th, 1820, and early engaged in farming, but subsequently turned his attention to mercantile pursuits. In 1848 he removed to Wilmington, Del., where he remained for some time, after which he returned to Pennsgrove, where he has since lived. In 1868 he was elected a member of the Board of Freeholders for the township of Upper Penn's Neck and occupied that position for several years. In 1878 he was chosen to the House of Assembly, from the First District of Salem County, and re-elected in 1879 and 1880, serving in the session of 1881 on the Committee on Riparian Rights and Joint Committees on Treasurer's Accounts and Printing. During his service of three terms in this body, Mr. Barber exercised a consistent determination to promote the common good of the State by advocating the passage of just and equitable laws. Mr. Barber is a large property holder and one of the most respected citizens of Salem County.

**W. D. Robbins,** Druggist, No. 2 Odd Fellows' Hall.—The business now carried on by Mr. Robbins was established about twelve years ago, and is the oldest drug store in Pennsgrove. The store is located in Odd Fellows' Hall building, is very complete in all its appointments, and supplied with a full stock of drugs, chemicals, patent medicines, fancy and toilet articles, paints, oils, varnishes and a thousand and one other articles necessary to a complete drug store in a community like this. The compounding of physicians' prescriptions has always been a specialty at this establishment. During the twelve years of the establishment it has been the aim of the proprietor to build up a business upon the strict principles of keeping first-class pure goods, and giving the patrons the personal attention of the proprietor and guaranteeing everything to be strictly as represented. Mr. Robbins was born in this community, and is as generally respected as he is widely known.

## ELMER.

Elmer, the junction of Bridgeton and Salem Railroads, twenty-six miles from Philadelphia, is a village of about six hundred inhabitants, situated in the midst of a very fine farming country. It is rendered attractive by its neat dwellings, well graded streets and an abundance of shade trees and shrubbery. The beautiful lake on the eastern boundary has a bold shore, and affords good angling, boating, etc. The village is a growing one, the citizens being enterprising and have already formed a Board of Trade that offers free of rents, desirable locations near the station, to parties starting manufacturing purposes. Rent and taxes are reasonable, and labor plenty, churches, schools and society are upheld strictly. The many trains, north and south, give the village considerable activity, and providing facilities to reach the prominent points of the country, with but little delay.

**T. J. W. Phillips, Druggist, "North Store,"** Main Street.—Established many years ago, and conducted ably and skillfully, this store has grown to be an important factor in mercantile affairs of Elmer. Since 1881, however, at which time Mr. Phillips became proprietor of this establishment, the affairs of the house have more rapidly developed than at any period since its inception. Situated in a neat and attractive frame building, in the centre of the town, in point of convenience and facilities for the prosecution of the business the store is unsurpassed. Purity in drugs and medical compounds is a specialty which Mr. Phillips has built a reputation upon, and to which system he readily adheres. In stock he carries a full line of chemicals, patent medicines, drugs, sundries, and such goods as are usually carried by first-class drug stores. The compounding of physicians' prescriptions and family recipes, is a feature in which he takes special aim to excel. Nothing but strictly pure and fresh drugs are ever permitted to enter into any of his prescriptions or compounds, in fact, the stock is so large that there is no room in the store for any inferior goods, all of which are bought only from strictly reliable houses, and Mr. Phillips being a practical druggist is capable of making his selections intelligently. The business was started by Hitchner & Izard, who retained it until the present proprietor succeeded. Mr. Phillips possesses a thorough knowledge of medicine and the laws upon which it is administered, and the patrons of his establishment can feel secure in their business

relations with it. As a private citizen, he is known and highly regarded by all.

**David Nichols, General Store, Main Street.**—To cite the various articles kept in stock by this house would be a tedious enumeration, as everything coming under the denomination of general merchandise may here be obtained. Groceries, provisions, spices, teas, coffees, dry goods, domestic prints, light hardware, etc., are a few of the things, perhaps, most prominent to the trade. In every department the goods are kept up to a uniform standard of purity, freshness and excellence. Nothing is displayed for sale but what can be heartily recommended by the proprietor, no misrepresentation being used to effect a sale. An extensive and growing trade has been built up with the shoppers and farmers of the surrounding country and the citizens of Elmer. In order to more thoroughly understand the extent of the business, a person should witness the scene of activity prevailing within the store during a pleasant Saturday afternoon and evening. Familiar with the trade of buying and selling general merchandise, Mr. Nichols is enabled to better meet the wants of his trade than many merchants and, meeting his obligations upon short-time payments or with cash, is enabled to secure his goods at their lowest market prices. Mr. Nichols succeeded the firm of Johnson & Christy in the proprietorship of the store which, under him, has been conducted with satisfaction to the patrons and to his own success.

## CITY OF WOODBURY.

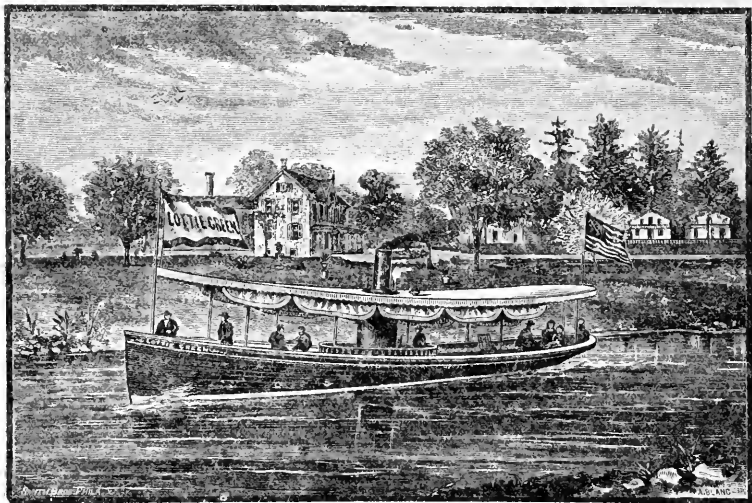
AN ATTRACTIVE PLACE OF RESIDENCE AND BEAUTIFULLY BUILT UP WITH MODERN STRUCTURES—A REFINED AND CULTIVATED COMMUNITY—THE LOCATION OF CONSIDERABLE TRADE.

On the line of the West Jersey Railroad, eight miles below Philadelphia, is located the City of Woodbury, one of the pleasantest towns in the whole State. It is situated on high ground, on both sides of Woodbury River, at the head of navigation, about three miles from the Delaware River, commanding a very fine view of the surrounding country in all directions. The place was settled about 1681, by a family named Wood, natives of the town of Bury, in Lancashire, England, and takes its name from a combination of their surname and the town of their nativity. From a handsomely illustrated pamphlet on Woodbury, published a short time since, we glean, by permission, many facts of this beautiful city.

Woodbury was a part of the old township of Deptford from its organization in 1694 until separated from it in 1871 by an Act of the Legislature passed March 16th, 1870, and was governed by township laws exclusively until March 10th, 1854, when a borough government was created. March 21st, 1871, the present city government was organized, and is now conducted by a Mayor and nine Councilmen. The city is now without debt, and the tax-rate is always kept within a reasonable limit, the average during the past ten years being less than one per cent. Many public improvements have been made and others are contemplated and now in process of successful development and consummation. The streets of the city are noted for their width, good condition and cleanliness. They are flanked on either side by commodious sidewalks, paved with bricks, flagging and other suitable material, and elegantly shaded by stately and lofty maple, linden, poplar, buttonwood, locust and other noble trees, whose wide-spreading branches and luxuriant green foliage is not only a pleasure to the eye, but a grateful comfort and blessing to the homes of the residents and

all who use the walks. The driveways are kept in excellent condition by constant care and frequent sprinkling.

Woodbury has three local newspapers: *The Constitution*, established in 1834; *Liberal Press*, in 1877; and the *Democrat*, in 1878; each of which is alive to the interests of the city. The church privileges are well provided, and flourishing congregations of Baptists, Episcopalians, Presbyterians, Methodists and Catholics worship in commodious and well-appointed edifices. The Friends worship in the oldest meeting-house in the town, originally erected in 1715 or 1716, and afterwards added to in 1783. The colored residents of the city have two churches. The public schools of the city are very superior, and occupy a large, new brick building in the central part of the city, with a smaller building for the children living on the north side and two houses for colored pupils located at each end of the town. The accommodation of the amusement-



VIEW ON WOODBURY CREEK.

loving people is amply provided for. A commodious Town Hall, with audience room on second floor capable of seating 500 persons, was completed in 1874. An elegant new Opera-house, with completely fitted stage, handsome and appropriate scenery and drop curtain, with a seating capacity of 1,000 persons, was completed in 1880, by the erection of Green's block, a magnificent brick building. There are two excellent hotels, Paul's and Newton's, with thirty and thirty-five rooms respectively. An efficient fire department, though seldom called into service, is prepared to battle with the destroying element. It was first organized in 1799, and the present engine-house built in 1845. The completion of the water works now in contemplation will provide the city with an ample supply of pure spring water of the most excellent quality. Through the gift of one of the prominent citizens a handsome public park is now open in the eastern portion of the city, a short distance from the railroad depot. One of the prominent attractions of the town is the soldiers' monument, situated in the centre of the public square, facing Broad Street, and erected in 1867, by the county, at a cost of over \$4,000. In this same square are nearly all the county buildings, the courthouse, an old style structure, erected in 1787, occupying the corner of Broad and Delaware Streets. The sheriff's residence and jail was built in 1877, and is tastefully constructed of massive gray stone and brown stone trimmings. The clerk's office is a modest one-story structure, built in 1820, and the surrogate's office, located on opposite side of street, was erected in 1799.

Woodbury has one National Bank, with an authorized capital of \$100,000, and a surplus of \$50,000. The Woodbury Real Estate Mutual Loan Association was organized in 1871, and has been most successfully managed, having issued eleven series of stock and invested assets to the amount of \$115,000. There are



lodges of Odd Fellows, Knights of Pythias, Red Men and Masons, and a Post of the Grand Army of the Republic. The military spirit of the town finds encouragement in an organization known as Company E, Sixth Regiment N. G., of N. J., under command of Captain G. G. Green.

The city is in close railroad communication with Philadelphia, Camden, Gloucester and Westville, by frequent trains over the West Jersey Railroad, first opened in 1857, eighty trains passing and repassing daily during the summer season. A double track has just been completed, and increased accommodations and reduced fares are expected to follow. A new and commodious stone or old English brick depot building is soon to be erected, when still further accommodations will result to facilitate and encourage the rapidly increasing travel which is destined to centre at this point. Direct railroad communication is also had over the same road with those attractive summer resorts and watering places, Atlantic City and Cape May. Among the proposed railroad improvements, is the extension of the Delaware Shore Railroad to Atco, for the purpose of making another direct route to New York, and forming a through line, via Wilmington, Delaware, and Pennsgrove, N. J., from the South to the metropolis of the country. During the spring and summer, a small steamer makes daily trips to Philadelphia, and to those whose time will permit, it makes a delightful change.

On every hand, throughout the city, there are evidences of the wealth and taste of the residents shown in the many handsome residences, of beautiful architectural designs, with very fine yards attached, covered with well-trimmed green grass, and filled with a rich profusion of bright-colored foliage plants and blooming flowers, and well-kept ornamental trees and shrubbery.

Three miles distant from Woodbury is to be found the historic Red Bank of Revolutionary fame, where, on October 22d, 1777, the gallant Col. Christopher Greene, in command of 400 troops, resisted successfully the determined onslaught of 2,500 Hessians. Portions of the embankment and entrenchments, and other evidences of the site of Fort Mercer, the scene of the conflict, are yet plainly visible. A monument commemorative of the valor of the American troops on that occasion, was erected by New Jersey and Pennsylvania Volunteers, on October 22d, 1829, and still stands on the old battlefield. These grounds and adjoining farms are now owned by the United States Government, and as soon as the proper appropriations are made by Congress, a barbette wall and batteries will be erected on the site of the battle ground.

In conclusion, the reader is invited to visit the beautiful town of Woodbury, and personally inspect its manifold attractions, and it is safe to assert that he will be surprised at the marvelous growth it has experienced within a few years. Population, 3,000. The prominent business enterprises are as follows:

**G. G. Green,** Manufacturer of Boschee's German Syrup, Green's August Flower, Green's Ague Conqueror, Woodbury.—Of recent years the manufacture of patent medicines in this country has reached to enormous proportions, necessitating the outlay of a capital aggregating a vast sum and employing in the various departments of production, thousands of persons. Unfortunately a very considerable proportion of the compounds manufactured under the head of patent medicines are nothing more than the results of incompetency and want of inclination to promote the interests of the would-be patrons. For several years, it was scarcely possible to secure a patent medicine in any respect worthy of the name, and our country, from the Atlantic to the Pacific, was flooded with vile nostrums and catch-penny medicines, more damaging in their use than in their omission. It appears to have been left to one of the prominent citizens of New Jersey to drag the people from their despondent state, produced by the numerous so-called wonderful "cure-alls" that had been placed in their hands to relieve them of bodily ailments and which proved to be as worthless for the purpose claimed as the water of the sea.

This gentleman modestly placed before the people his preparations, unheralded by flaring claims and without great pretensions, relying solely on the merits, giving away millions of bottles to all who had use for them and like "bread cast upon the waters," the result proved that the faith in his preparation for curing many diseases was well grounded.

We have reference to the benefactor of the world, G. G. Green, Esq., the extensive manufacturer of Bos-

chee's German Syrup, Green's August Flower and Green's Ague Conqueror. His extensive laboratory and manufactory is located in Woodbury and is one of the largest and most important of its kind in the United States. Though the works were established within a decade, they were soon found to be inadequate to meet the demand made upon them, and the proprietor in 1879 erected the handsome four-story brick structure, situated on the West Jersey Railroad, a few squares south of the Woodbury depot. This building is in dimensions 120x180 feet, with mansard roof and is one of the finest edifices in the State devoted to manufacturing purposes. The accompanying illustration on page 307 will clearly show to the reader its vast proportions, as well as the general appearance. It is divided into convenient departments for the prosecution of the enterprise and everything is furnished in the most elaborate manner possible. The proprietor employs 270 hands, in the almanac or printing department 100, glass 60 and factory for medicines 110, all of whom are skilled in the duties incident to their particular sphere and the whole concern is under the general management of its proficient head, Mr. Green, who is ably assisted in various departments by experienced and competent superintendents.

Boschee's German Syrup is without doubt the greatest cure for consumption now extant, and man's dire disease has had to acknowledge a conqueror in this compound. It is claimed, and has been fully substantiated, that it will cure all diseases of the lungs, all inflammation and irritation, such as severe colds, coughs, hemorrhages, inflammation of the pleura and

all diseases connected with the throat and lungs. The German Syrup was dispensed a number of years in Germany by Professor Boschee with wonderful success, and after his death, Mr. Green purchased the recipes from his nephew and introduced it into the United States. No medicine has ever yet been introduced to the American people like it. Two of the ingredients cannot be found in our apothecary stores, one of them, an extract of gum arabic, prepared by an old German manufacturer, the other a specific for the lungs not used in cough preparations, and was fortunately adopted by old Professor Boschee himself. No further testimonials of the merits of the German Syrup is needed when the statement is made that it has been tried by not less than ten million people for coughs, colds and lung affections peculiar to any country. Druggists and physicians have watched its wonderful effect for the past eleven years with great satisfaction and astonishment. In introducing it for sale, Mr. Green adopted one of the severest tests possible, by shipping to druggists in all the different towns in the United States sample bottles to be given away to the afflicted, and continued it until 2,400,000 bottles were distributed. From this number were received thousands of letters of praise and thanks, and not one letter of dissatisfaction or disappointment. Is it possible to secure a stronger indorsement of its worth as a curative medicine?

Green's August Flower is another of the great preparations manufactured by Mr. Green, and its sale is only second in importance to the German Syrup. A large majority of the American people are to-day wearing out a miserable and unsatisfactory life from the effects of dyspepsia, liver complaint or indigestion, paralysis, mental derangement, suicide, consumption, heart disease, apoplexy, and in fact almost every disease surrounding us to-day, is brought on by deranged stomach and liver. With these two organs healthy, man's happiness would be complete as far as this world is concerned, and seventy-five per cent. of deaths would be avoided until good old age, and we should watch carefully these two organs, read and study all reliable information connected with them, and be prepared at any time to check all those premonitory symptoms of their chronic diseases, such as: sour stomach, coming up of food after eating, habitual costiveness, dizzy head, palpitation of the heart, sick headache, dyspeptic cough, nausea or sick stomach, bad circulation, nervous derangement, chills, coated tongue, heavy load at pit of stomach, confused mind, etc., etc., all depending upon a healthy liver and good digestion. To alleviate this dire condition of humanity prompted Mr. Green to place on the market his August Flower, and with it he applied the same test of giving away 40,000 dozen bottles per annum, and this liberality he maintained until the Government required a stamp to be placed on them. It is now sold in every village and town in the United States, Pacific coast and Canada, and reaching an annual sale of over 200,000 dozen. It is a vegetable preparation, perfectly harmless, and can be used regularly in any family. As a relief for any of the above ailments it is rarely known to have failed, and a trial bottle always substantiate any claim that has been made for it. August Flower has the largest sale of any medicine in the world, and one cannot visit the most obscure town in the wilds of America without finding August Flower and German Syrup for sale, and in all civilized portions of the globe.

Mr. Green is also largely engaged as a manufacturer of the well-known Green's Ague Conqueror, a

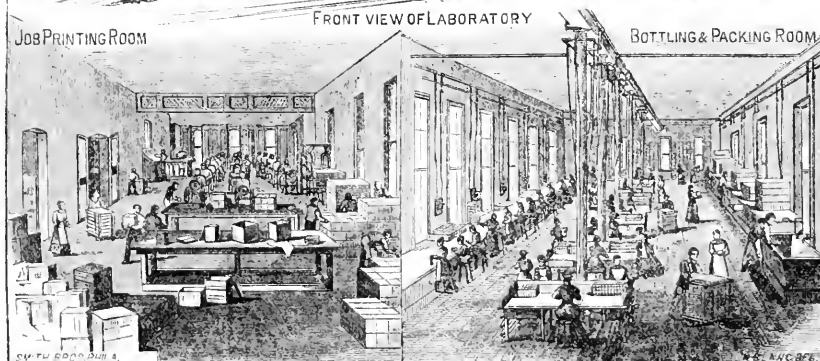
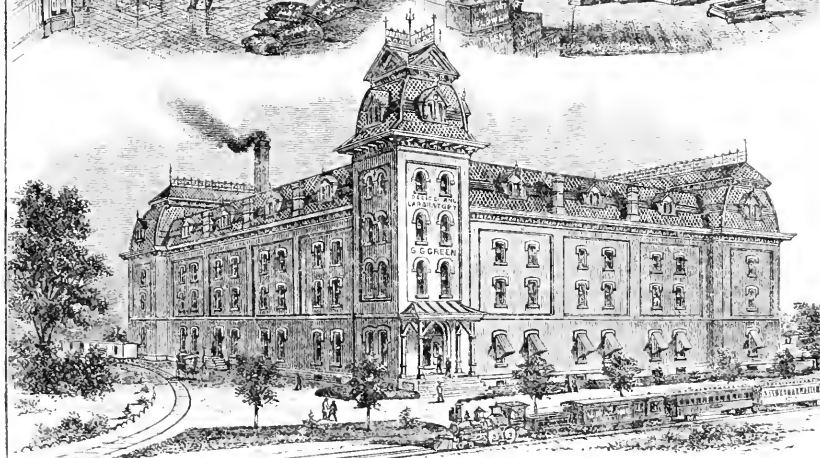
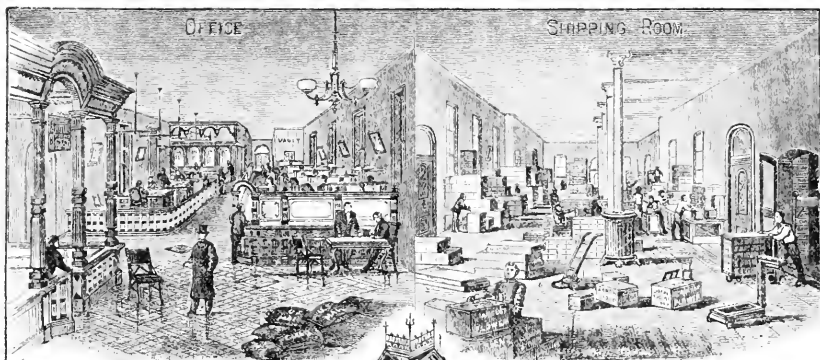
warranted sure cure for ague, chills and fever, bilious fever, remittent or intermittent fever, night sweats, or any disease that comes from malaria or disordered liver and hot suns. The Ague Conqueror is an acetic extract of strong tonic roots, combined with sulphate of magnesia, etc., and was used many years by an old German doctor who would not let his recipe be known until after his death, when Mr. Green purchased it and gave it a thorough trial in the United States. It positively contains no quinine, arsenic or other poisons, and persons using this remedy are always more healthy after being cured of their chills than they were previous to becoming sick. It purifies the blood, cleanses the liver, spleen and other secretive organs so effectually, that the chills are never known to return during the whole season; acts as a gentle cathartic and contains aromatic tonics that build up the system.

The proprietor makes the following announcement of this wonderful medicine, and his veracity is other that the statement can be relied upon: "We have given away hundreds of bottles of our Conqueror wherever we could hear of a stubborn case of fever and ague, and never have known of its failing. The original German recipe for Ague Conqueror was too unpleasant to take. I have, after long time of study and experimenting, overcome the disagreeable taste of the 'sulphate of magnesia,' and otherwise improved it, until now it is quite palatable and easily taken even by children. I am very particular what medicines I recommend to my customers, and have heretofore stubbornly refused to handle any preparations but August Flower and German Syrup, as I desire all my customers to have perfect confidence in what I recommend, and say to them, therefore, I have not recommended the Ague Conqueror until I had distributed it in various sections of the United States of America, and watched its results, thereby satisfying myself of its adaptability to the various climates and sections for the cure of malarial diseases. I am now fully satisfied there is no better preparation made."

Like all successful manufacturers and originators, Mr. Green has had to combat with those who are ready to profit by the ingenuity and industry of others, and in various portions of the country these parties have attempted to rob him of the reputation his excellent remedies have secured, by placing before the people nostrums under similar names, such as "German Elixir," "Dr. German Syrup," "German Cough Syrup," "Prairie Flower," "May Flower," etc. Some druggists have tried to induce customers to take these preparations, claiming they were as good—simply because they made a larger profit. Boschee's German Syrup and Green's August Flower, the original preparations, have the name of "L. M. Green, Woodbury, N. J.," on every wrapper and label, also blown in each bottle.

There are pages more that could be said of Mr. Green's medicines, but our space will not permit of a more extended article, and we leave them with the people, who have tested them and know that every claim made for them are substantiated.

We wish now to devote some few words to the head of this great enterprise. This gentleman was born in Gloucester County, and after receiving a collegiate education went to Baltimore in the wholesale drug business in 1842. From there he went westward in 1867 and returned to Woodbury in 1872, its desirable location for business inviting him to here establish his industry. From this point he has easy



access with all parts of the world, and abundant facilities to meet the marvelous growth of the business. To him, Woodbury owes its present position, its beauty and much of its wealth. In one of the most prominent portions of the town, adjoining the railroad depot, he built his palatial residence, and surrounded it with grounds, such as are rarely seen in this country. This elegant structure was built in 1879-'80, of blue gray-stone, of rubble and broken range style, pointed in white, with large verandas and French plate-glass windows, and inside finish of walnut, butternut and chestnut, with fine furniture polish. The house is lighted with gas, manufactured on the premises, provided with water, as is also his manufactory, from private water-works erected by himself, some two miles distant from the city, and the only case of private water-works, on so large a scale, in this country.

In 1880, Mr. Green erected the elegant new opera house building on the corner of Broad and Centre Streets, a view of which is given on page 310. It is a magnificent brick building of beautiful proportions and ornate trimmings, and the finest in the city. Mr. Green has erected a number of other buildings, and is the source of the present prosperity of Woodbury, he being interested in several enterprises outside the one of which this article deals, the most prominent of them being the manufacture of glass.

Mr. Green is a true type of the American self-made man, he reaching the present position of affluence through years of struggle, in which his own personal efforts were his only help. He is known by reputation, wherever the English language is spoken, and not only Woodbury, but the State and country should feel proud of possessing a gentleman who has done so much to advance its interests, and alleviate the sufferings of his fellow-man. Mr. Green is, indeed, one of nature's noblemen.

**George H. Barker,** Insurance and Real Estate Agent, Cooper Street.—Prosecuting an enterprise in this direction is Mr. George H. Barker, who has been in business for several years, and who transacts a very large per cent. of all the insurance done in this city. For many years resident of Woodbury, and thoroughly posted in all matters that should be familiar to the underwriter, Mr. Barker has become the agent and representative of a number of the most prominent and solvent fire insurance companies, American and English, now extant. In verification of this statement we submit as follows a list of insurance organizations which must be regarded, all in all, as unequalled for the prompt adjustment of losses and certain indemnity under all equitable circumstances: Royal, of Liverpool, England; Springfield, of Springfield, Mass.; Howard, of New York City; Jersey City, of Jersey City, N. J.; Trade, of Camden, N. J.; and Girard, of Philadelphia, Pa. These companies represent an aggregate accumulation of several millions, and we must admit that few underwriters, even in the large cities, represent so large a capital in the prosecution of their business. With such unparalleled advantages it is not surprising that Mr. Barker is enabled to transact a business in every way satisfactory to his clients as well as to himself and the organizations whose interests at Woodbury are vested in his hands. Mr. Barker is likewise largely engaged in real estate operations and he has listed many desirable properties for sale, among them being several handsome town sites. He is a native of this city, and

though quite a young man is recognized as possessing unusual qualifications for the business in which he is engaged and is conducting so successfully. His office is located on Cooper Street, a few doors east of Broad, and where he is at all times pleased to explain the advantages of insurance, and the standing of the excellent companies which he represents.

**J. R. Newton,** Boots and Shoes, Broad Street.—Conspicuous among the mercantile houses of Woodbury is that of Mr. J. R. Newton, whose extensive store is located on Broad Street. This gentleman is the oldest established boot and shoe dealer in the town, having commenced business about fifteen years ago and continued it without intermission until the present time. His establishment is conveniently arranged in the most systematic manner and filled in every department with a large stock of boots, shoes and rubber goods. His grades of goods are of the best and include every make and style of boots and shoes, from the heavy out-door boot for gentlemen to the finest and daintiest made shoe for ladies' wear. A specialty is made of custom work, in the manufacture of which he acknowledges no superior. All the stock carried is made expressly for Mr. Newton, there being about twelve workmen employed, a larger portion being engaged out of the shop. It is safe to assert that he is better able to provide the people of Woodbury with bargains in these goods than they can find in either this city or elsewhere. Mr. Newton was born in Burlington County, N. J., and prior to the starting of the present enterprise removed to this city, where he is now one of the leading and representative citizens.

**Blizzard & Pierce,** Manufacturers of Flour, Broad Street.—The building now occupied by Messrs. Blizzard & Pierce for the manufacture of flour is one of the landmarks of the city of Woodbury. Of late years it has been entirely renovated, and new and modern machinery placed in it, it now having five run of stone, and for the express purpose of making a superior grade of flour. Including the proprietors, both of whom are practical millers, four hands are engaged in the mill, and an engine of thirty-horse power is in use. The brand of flour manufactured here is a prime favorite in the market and widely recognized for its fineness and absolute freedom from all foreign substances or adulterations. The individual members of the firm are Mr. J. A. Blizzard, a native of Cumberland County, who attends to the financial department, and Mr. Clark Pierce, a practical miller, who was born in Gloucester County. They are respected as public-spirited citizens, and reliable, energetic business men.

**John M. Saunders,** General Store, Broad Street.—For a period of sixty-six years this store has been under the control of father and son, it having been established in 1816 by the father of the present proprietor and by him conducted until October, 1823, when relatives of Thomas Saunders conducted it until April, 1833, when Mr. John M. Saunders, the son and present proprietor, succeeded. The stock is general and includes medicines, dry goods of every description, wooden-ware, hardware, farming implements and a general assortment of plain and useful articles. This gentleman is one of the oldest residents of Woodbury and was born in the town, in the same house at present occupied by him.

**John E. Estell**, Coal, Lime, Cement, Calcined Plaster, Brick, Guano, etc., Broad Street.—Decidedly the largest enterprise in Woodbury, in this department of trade, is that of Mr. John E. Estell, whose extensive yard and warehouse are located on Broad Street, north of the Bridge. In 1860 the father commenced the business with a limited capital, and it was not without years of patient industry and strict attention to every detail that he ever succeeded in building up the present extensive business. Within the past ten years, since Woodbury has manifested the spirit of prosperity, there had been many changes with Mr. Estell, Sr., and upon retiring in 1881 to be succeeded by the present proprietor and son, he had not only secured a very large trade, but a handsome competence, the just result of twenty-one years of close application to business. The son, Mr. John E. Estell, brought to the enterprise young and vigorous ambition, and during the year of his continuance there has been a marked growth in the volume of trade. The plant of the works are ample, there being a large two-story warehouse on Broad Street and an extensive yard in rear, with sheds for the storage of coal, etc. Every facility is here offered for the prompt prosecution of the business, and the enterprise of the proprietor is everywhere manifest in the general arrangement and management of each department. Mr. Estell is engaged as a wholesale and retail dealer in coal, lime, cement, calcined and land plaster, plastering hair, brick, stone, No. 1 Peruvian guano, and all kinds of fertilizers. No similar house in the county is so largely engaged or better able to offer advantages to purchasers, and this fact is fully recognized by the extensive trade. Buying for cash, thus securing the lowest prices, he sells for cash and is able to furnish his patrons with the specialties dealt in at a small advance on the cost. Mr. Estell was born in Woodbury, and previous to succeeding to the business, spent several years with his father, and with him became thoroughly acquainted with the details of the house. He is a young man of fine business ability and attainments, energetic, enterprising and reliable, and is pushing his already large business with commendable zeal and vigor.

**J. M. Henderson**, Manufacturer of Wagons and Proprietor of Planing Mill, Broad Street.—The manufacture of light and heavy wagons has, of recent years, become a branch of industry which engages the attention of some of our most enterprising artisans, and in consequence, the trade has grown to greatly extended proportions in every quarter of the United States. A gentleman who thoroughly understands the manufacture of light and heavy wagons is Mr. J. M. Henderson, who is located on Broad Street, Woodbury, where he established the business in 1865. He occupies a large two-story building, the lower floor being devoted to the planing mill, while the upper is exclusively devoted to carriage building. Mr. Henderson manufactures to order all kinds of light and heavy vehicles, and gives particular attention to the selection of first-class, well-seasoned wood, and the many other stages incidental to the successful finishing of a thoroughly made wagon. His work will favorably compare with any in the county, and has the reputation of withstanding the ordinary uses of many years' wear. In the planing mill he manufactures wood work of all kinds, and uses the latest improved machinery to aid in prosecuting the business successfully. An engine of ten-horse furnishes the requisite motive power, while three experi-

enced hands are employed to attend to the details of manufacture. Mr. Henderson was born in Gloucester County, and has spent his entire life among its people. Practically acquainted with the business in which he is engaged, he is well able to compete with others in the manufacture of carriages, and the work already turned out well attests his ability in this direction.

**A. W. Cattell, Jr.**, Boots and Shoes, Broad Street.—The American people are emphatically an enterprising nation, and the young men rapidly enter into the business world to take part in the vicissitudes of a mercantile life. In every community, where there is growth and prosperity, business houses rapidly spring up, and, though probably beginning operations on a small scale, soon blossom into large and influential trade. One of the newer establishments of Woodbury is that of Mr. A. W. Cattell, Jr., who opened the boot and shoe business last year. Commanding only a small capital, he necessarily was limited to the amount of stock, but at the same time selected the best of each special article which he placed in stock, and the result is, that he now has on the shelves a most desirable assortment, which embraces a very superior quality of boots and shoes, and well worthy the attention of the people of Woodbury. He makes no effort to ostentatious display, but rather seeks to convince his patrons by giving them the best goods for the money. Mr. Cattell was born in Woodbury and is a young man of superior business tact and energy. That he will succeed in his enterprise is not to be questioned, as he possesses the qualities for a prosperous business man.

**Soffeiss & Son**, Manufacturers and Dealers in Stoves, Tinware, etc., South Broad Street.—The largest establishment engaged in this trade in Woodbury is that of Messrs. Soffeiss & Son, who are located on South Broad Street, where they have been in business for a number of years. The building occupied is a two and a half story frame, and basement, with dimensions of about twenty-three by one hundred feet. The front of the store is occupied for the display of stock, which includes all kinds of cook stoves, heating stoves, ranges, tinware, etc. The manufacturing and repairing department is located in the rear, and here they produce a large amount of work. They take contracts for putting in heaters or ranges, and furnishing new houses with heating pipes and registers, and promptly execute all repairing of heaters, stoves and ranges. They carry a full line of tinware together with fire-brick of all kinds. The firm put up all kinds of pumps and hydraulic apparatus, and are the agents for the royal gas machine. In every department the establishment is fully stocked with the specialties in which they deal, and the trade extends over the greater portion of the county. Roofing, spouting and jobbing is done in the most workmanlike manner and all work warranted. They are fully prepared to do plumbing, gas and steam-fitting, so that it is no longer necessary to send to Philadelphia to have this work done in a thorough and acceptable manner. A specialty is made of drain-pipe laying, and every contract attempted is executed in such a manner as to be satisfactory to the parties and preserve the reputation of the firm. The copartners are Christian and William Soffeiss, gentlemen thoroughly practical to the business, and who give every detail the closest attention.

**T. Earl Budd, Fine, Fancy and Staple Groceries,** corner Broad and Centre Streets.—From a careful perusal of the editorial mention made concerning the manufacturing and commercial houses whose history and facilities are depicted in a measure in the preceding and following pages of this volume, it may be remarked that few have had an existence of over twenty years, and a very large number have been established within the past decade. This is noticed particularly in the city of Woodbury, which has made

pointments. Mr. Budd carries a large variety of crockery, glass and queensware, and is fully able to furnish the newest and choicest goods in this line. In the back portion of the store there is carried a stock of fresh and salt meats, together with fish, salt and smoked, and other articles of daily necessity. Mr. Budd was born in Pemberton, Burlington County, N. J., and is a young man of thorough business qualifications, as is evinced in the conduct of the magnificent establishment now occupied.



many wonderful strides toward successful prosperity since the Centennial year. The leading establishment, without exception, in the city for the sale of the purest class of family groceries, is that of Mr. T. Earl Budd, whose store is liberally stocked with fine, fancy and staple groceries, meats, crockery, etc. The business was established January 27th, 1881, at the present location—the handsomest store in the city, and located on the corner of Broad and Centre Streets, in Green's Block. The store has a front of twenty-one feet, and a depth of eighty-five, and is attractively arranged and well lighted, and provided with every convenience and facility for the successful prosecution of the business. The specialties are teas, coffees and substantials, and everything suitable for the breakfast, luncheon, dinner, tea and coffee table. Great care is taken by Mr. Budd in the selection of his goods, and nothing of an inferior quality is permitted to occupy a portion of the stock. Besides a full assortment of fancy and staple groceries, he carries a stock of pickles, olives, preserves, jellies, marmalade, potted meats, fish, game, canned meats, vegetables, poultry and soups. Foreign and domestic fruits and confectionery form a feature of the store, and there apparently has been nothing omitted to make the store first-class in all its ap-

**C. W. Starr, Dry Goods, Notions and Gents' Furnishing Goods, Green's Block, Broad Street.**—The leading dry goods establishment is that conducted by Mr. C. W. Starr, and is the popular resort of those in quest of stylish goods for ladies' wear. He has been engaged in business for a number of years, and an occupant of the present handsome store since the erection of the building. The business comprises a general line of dry goods, silks, cashmeres and dress goods, of all the popular styles and most fashionable designs of both European and domestic manufacture, which are purchased direct from the leading manufacturers and importing houses of New York and Philadelphia. The house make a specialty of fine dress goods, and there is no necessity for the ladies of Woodbury to visit Philadelphia to secure elegant patterns in these goods. An assortment of notions and fancy articles, the most complete, occupying an important part of the stock, and in variety are the most extensive in the city. Gentlemen's furnishing goods of the latest fashionable styles are in profusion, and represent the choice selections of large wholesale houses and manufacturers. The store is located on Broad Street, in Green's block, and has a front of twenty-one feet and a depth of eighty-five feet. It is furnished in the most thorough

manner, and combining every facility for the display and arrangement of stock for inspection and sales. Mr. Starr, while not a special agent, keeps in stock and for sale the well-known New Home Sewing Machine, which has become universally popular wherever used. A large and lucrative trade is enjoyed and it is a popular resort for the shoppers of the community. Mr. Starr is a gentleman thoroughly understanding the dry goods trade, and carefully caters to the wants of his patrons and can always be relied on as upright and honorable in all his dealings.

**D. R. Hanthorn, Marble Works, Cooper Street.**—The only marble works in the city of Woodbury are those owned and controlled by D. R. Hanthorn, and now occupy the handsome location on Cooper Street, east of Broad. He came to this city in 1879 and established his enterprise. He manufactures all kinds of marble work, including monuments, head and foot-stones, door and window frames and sills, steps, and all kinds of cemetery work. Thoroughly understanding the beautifying and lettering of marble, he produces many creditable specimens of his knowledge and ability, and is abundantly able to successfully execute all work intrusted to his hands. Mr. Hanthorn was born in Bridgeton, and has been a resident of this city for over three years. He is a young, energetic and reliable business man, fully qualified in every manner to successfully conduct this special branch of business, which he does to the entire satisfaction of the patrons of the establishment.

**Joseph W. Merritt, Drugs and Fancy Articles, corner Broad and Cooper Streets.**—Woodbury has a very excellent establishment in the drug line in that conducted by Mr. Joseph W. Merritt, located on the northeast corner of Broad and Cooper Streets. Established in 1877 by the present proprietor, the stand is one of those business places that has achieved and maintains its reputation solely upon the merits of the goods there dispensed. A stock of pure drugs, medicines, chemicals are always on hand, while toilet articles, fancy goods, druggists' sundries, etc., go to make a stock most complete. The compounding of physicians' prescriptions and family recipes is a feature of the business to which especial attention is paid and great care is taken to secure the best drugs and compounds. The store is admirably located in the business portion of the community and is conveniently arranged and adapted to the business. Two competent assistants are employed and the whole number give the establishment the most scrupulous attention. Mr. Merritt was born in Philadelphia and is a practical gentleman to the drug business. He has resided in Woodbury for a number of years and in the mercantile and social walks of life he occupies an exalted position and enjoys the confidence and esteem of all. He is a graduate of the Philadelphia College of Pharmacy, and was six years with Bullock & Crenshaw.

**B. Stratton, Agent for the Estey Organs, Broad Street.**—Among the large number of organs manufactured in this country, by common consent the Estey is recognized as standing at the head. The manufacture of organs have been brought to great perfection in this country and the Estey organ of the present day has become a tangible fact in the industrial and progressive history of America. They are manufactured in Brattleboro, Vermont, and the establishment, as now conducted, with its various buildings fitted up with the latest improved machinery

known, is the largest and most complete reed organ manufactory in the world, and it is a universally conceded fact that the leading improvements in organs have been largely originated, perfected and introduced by Messrs. Estey & Co., whose well-known instruments are in use throughout the civilized world. The company's agent in Gloucester County is Mr. B. Stratton, of Woodbury, whose thorough practical knowledge of musical instruments has enabled him to largely introduce the Estey Organ to the people and it has become the chief favorite of both professionals and amateurs. The prominent cause of this high regard is the perfection to which these celebrated instruments have been brought. The designs of the cases are entirely original, neat and tasty. Their matchless beauty and finish are only equaled by their rich, full and truly organ-like quality of tone, which in this instrument has now the most flattering encomiums and elicited the enthusiastic admiration of all who have seen or heard them. Mr. Stratton also deals in other musical instruments and including the equipments for brass and string bands, together with printed music of all kinds. He is a native of Mullica Hill, this county, and is widely known as a reliable and energetic man of business, in whom there may be placed implicit confidence as to the character of the instruments sold.

**A. J. Snyder & Co., Wall Paper and Decorations, Green's Block, Broad Street.**—The leading dealers in Woodbury in the above line of goods is the firm of A. J. Snyder & Co., who are occupying the rear portion of the large store in Green's handsome block on Broad Street. They make a specialty of fine goods and an elegant assortment is always displayed. The general stock of wall and ceiling papers include all the new and attractive patterns and styles now in vogue, and as fast as new goods are introduced they are received by them. They employ no workmen but those who are artists in their line, and they are prepared to decorate any class of work, assuming all trouble and responsibility, and Mr. Snyder being a practical gentleman to the business is prepared to guarantee satisfaction in the work done under his supervision. Their stock embraces all grades and styles of goods and includes the most elegant designs in English, Japanese and brocade hangings in paper in an endless variety of handsome colorings with dados, fringes, etc., to match. The copartners are Messrs. A. J. Snyder and C. W. Starr, the former the practical man of the business and the latter a leading dry goods merchant of the city. Many handsome and unique specimens of their work in wall hangings and ceiling decorations are to be seen in Woodbury, especially in the palatial dwelling of G. G. Green, Esq., which fully attest their ability to execute fine work.

**S. E. Kleckner, Harness and Boots and Shoes, German Street.**—Mr. Kleckner has been engaged for a number of years at this stand, and has been able to draw together a very desirable trade. He manufactures all kinds of harness, either to order or for his stock, which embraces saddles, whips, collars, together with a full line of horse-clothing, such as covers, nets, blankets, etc., and brushes, combs, sponges, boots, in short, everything requisite and required connected with this special line of trade. Mr. Kleckner has been a resident of Woodbury for many years, and is a thorough and competent harness-maker.

**L. Brown & Co.,** Hardware, Lumber Yard, etc., Broad Street.—It is with pleasure that we present to the consideration of our readers and especially such as have immediate needs in this department, some facts with regard to the house of L. Brown & Co., which may prove valuable now or in the future. Although recently established, the house occupies the leading position in the hardware trade of Gloucester County and the growth of the business during the few years of its existence has been attended with a solidity rarely achieved. The premises occupied by the house at present are very ample and embrace a magnificent store with a double front of twenty-one feet and a depth of eighty-five, well lighted and handsomely finished in oil wood and provided with every modern improvement and convenience for the successful prosecution of the hardware business. This establishment is located in Green's Block, on Broad Street, without doubt the most imposing building in the city of Woodbury. A number of hands are employed here and a stock is carried which embraces every known article in the line of hardware, cutlery, nuts, bolts, washers, agricultural implements, store and general supplies for all classes of builders, mechanics and agriculturalists. It would be impracticable to commence any enumeration here of the profusion and extraordinary diversity of the goods carried by this house; suffice to say that the ability and management of the head of the enterprise is well attested in the selections he has made, which embraces the fullest catalogue of the articles above mentioned. The firm are the proprietors of an extensive lumber yard on the opposite side of the street. Here they carry a stock of nearly a half-million feet, comprising a full line of pine, hemlock, spruce and hardwood lumber and a general variety of flooring, laths, shingles, etc. A full assortment of walnut, ash, cherry and poplar lumber is always on hand, both wholesale and retail. The business is very large, extending over a wide extent of country and requiring the outlay of a large capital. It will be seen that this enterprise is one of the largest in the county, in the mercantile trade and, in the annual amount of business transacted, well worthy of a prominent position in depicting the industries of Woodbury. Mr. Brown, the energetic head of the house, is one of the city's most honored citizens and an earnest advocate of its advancement and prosperity. From the honorable character of its policy the firm has achieved a position in the trade that but few houses ever acquire.

**G. G. Redfield,** Hats, Caps, and Gents' Furnishing Goods, Broad Street.—An interesting and an important business establishment in Woodbury, where gentlemen can procure those essential and requisites necessary for their comfort, as well as an elegant appearance, is that of Mr. G. G. Redfield, the popular "gentlemen's outfitter," on Broad Street, next to Newton's hotel. He began business in 1880, and has since continued it, and each season adding to its trade. The store is neat, handsome and showy, with dimensions of about eighteen by fifty feet, having a double front, in which are displayed all the newest and latest styles and designs of the most *recherche* description of gentlemen's neck wear and hats and caps. There are also a full stock of kid gloves and other qualities suitable for all seasons, and hosiery, underwear, etc. The hat and cap department is amply stocked with new and fashionable styles in headwear for men and boys, and is without doubt the choicest assortment in the city. In gents' furnishing

goods his line is varied and extensive, and is well worthy the fullest patronage of the entire community. The exterior of the establishment is notably the handsomest of any store in Woodbury, and the interior has received the fullest consideration of the taste and attention of the proprietor. Mr. Redfield is a native of Gloucester County, and an honorable and upright business man. He is well known to all classes of the community, and his neat, attractive and well-stocked store is the favorite resort of the tasteful and fastidious, when they are in search of the novelties of the seasons.

**C. C. Montgomery,** Carriage Builder, Broad Street.—During the past few years many notable improvements have been made in the carriage building business, until now it may be said to be far ahead of any other branch of business of mechanical science. In Woodbury the only carriage builder is Mr. C. C. Montgomery, whose long established reputation and the excellent quality of the work turned out entitles him to a place of prominence in considering the industries of Woodbury. The works have ample facilities for producing carriages of all kinds, the main building being of two stories, in which the different stages of carriage building, from the preparation of raw material to the handsomely furnished carriage, are prosecuted. Five hands are employed on turning out new work and making repairs and such business as is attendant upon the trade. In erection of carriages, Mr. Montgomery uses his utmost care to select only the most suitable and best seasoned woods and most durable material and when manipulated by skilled mechanics the best results are obtained. Carriages and light wagons of all kinds are manufactured to order. The trade is a desirable one, the works being kept busy to meet the demands of the citizens of Woodbury and surrounding country, and a perceptible gain in the business is manifest over the trade of previous years. Mr. Montgomery was born in Burlington County, this State, and in 1858 came to Woodbury and opened the business of carriage builder. He is an elderly gentleman and is known to the community as an enterprising business man, fully prepared to turn out work that will bear a favorable comparison with the products of similar establishments of the large cities.

**Augustus Prehl,** Livery Stable, Cooper Street.—Among those engaged in the livery business in Woodbury, is Mr. Augustus Prehl, whose extensive stables are located on Cooper Street. With the growth of our population there has been an increased demand for livery teams, carriages, etc., and the business has assumed considerable proportions. Mr. Prehl occupies a large stable, with ample buildings for the storage of his carriages. He keeps several head of good driving horses and a number of nearly new and desirable carriages. He provides first-class turnouts in every particular, and riding or driving, single or double teams, can always be secured. Strangers visiting Woodbury, desiring to take a drive, will find that they can be better accommodated at Mr. Prehl's than anywhere else in the town and at reasonable prices. Mr. Prehl runs an omnibus to meet all trains, which conveys passengers, at a trifling expense, to any point in the town. He has been a resident of Woodbury for many years, and is an active and enterprising citizen, and well regarded by the entire community.



**Henry Fraas, Boots and Shoes, Broad Street.**—The boot and shoe trade is conducted in Woodbury in a superior manner, one of the leading establishments being that of Mr. Henry Fraas, whose establishment is well located on Broad Street. This business was started in 1876 by the present proprietor, and by assiduous attention to business he has built up a very proportionate share of the trade of the community. The store is of ample size and the arrangement of the stock and its character at once appeals to the visitor and indicates on the part of the proprietor not only excellent taste, but an intimate knowledge of the business. All goods in this line are displayed, including men's, boys', youths' and children's boots, Congress and button gaiters, women's, misses' and children's lace and button shoes, slippers, rubbers and arctics, and also embraces a full assortment of plain and medium goods in medium and fine grades, no inferior stock finding a place in the establishment. Mr. Fraas' trade is not confined to the town, but reaches throughout the surrounding country, the farmers largely patronizing his enterprise. He is a native of Germany and has been a resident of this county for many years. Like his countrymen he values the result of personal efforts and has always given his store the closest attention and permitted no misrepresentation to effect sales.

**R. G. Porter, Watchmaker and Jeweler, Broad Street below Delaware.**—In 1877 Mr. R. G. Porter began business in Woodbury as a watchmaker and jeweler on a small scale and with prospects not very encouraging. He possessed a determination to succeed and at once gave the steady increasing business the closest attention, and which eventually resulted in his establishment becoming more widely patronized. He now conducts a good trade, and as the growth of Woodbury permits, his establishment and stock will be increased to meet the demands of the community. He carries a line of clocks, watches and jewelry, and aims to provide his patrons with the best of each of these specialties. Particular attention is given to the repairing of watches and jewelry, and his reputation in this respect has provided him with a large class of this work. Mr. Porter is a native of Philadelphia, and is a young man practically acquainted with his business, and abundantly able to give the fullest satisfaction to all who patronize him. By encouraging this establishment the community will aid in building up a business that will be a credit to the town and at the same time encourage a gentleman well worthy of the fullest support. His establishment is located on Broad Street below Delaware, and is convenient for town or country trade.

## S W E D E S B O R O .

Swedesboro is a town of about eleven hundred inhabitants, and is situated on both sides of Raccoon Creek, at the head of sloop navigation, about six miles by land from the Delaware River, and twelve miles by water. Its name is derived from the Swedes by whom it was at first settled. It has a fine, large academy, four churches, Episcopal, Methodist, Presbyterian, and Catholic, three public halls, and numerous mercantile houses, carriage works, foundry, flour mill, etc. It is the present terminus of the Swedesboro Railroad, which is rapidly being extended via Woodstown to Salem, and when completed, forming a direct line from the latter city to Philadelphia. The surface of the country about Swedesboro is undulating, the soil a sandy loam, and the chief products sweet potatoes and melons, which are shipped during the season from this station in great numbers. The town is principally built on one long street, well shaded, and possessing an excellent driveway. There is one newspaper, *The Times*, which is published weekly, and has been in existence since 1871. The town is healthy and a pleasant place for residence.

**Benezet Decker, Iron Foundry and Saw Mill, Main Street.**—A prominent industry of Swedesboro is that conducted by Mr. Benezet Decker, which is located on Main street, a short distance from the business portion of the town, and well known as the Swedesboro Iron Foundry and Saw Mill. He manufactures all kinds of castings and employs from four to six hands. The saw mill is situated in the same building and lumber of all kinds is sawed to order. A particular feature with Mr. Decker is the supplying of farmers with agricultural implements, he being a large dealer in these articles and keeping always in stock an extensive assortment. This variety includes mowing and reaping machines, fan mills, cultivators, plows, and the large number of utensils incident to farm use. Mr. Decker is a native of this county and widely known among its citizens as an active and reliable business gentleman.

**A. M. Jones, Harness, Main Street.**—The only manufacturer of harness in Swedesboro is Mr. A. M. Jones, a gentleman of wide experience in this line of trade. The house of which he is now proprietor was established many years ago, and came into his possession in 1877, since when the business has been largely increased with the facilities of manufacture of a much superior nature. He always carries a full and complete stock of fine harness, etc., all of which is hand-made in the best manner by thoroughly skilled workmen of the finest materials. In addition to the variety of harness in full sets, he keeps in stock collars, bridles, lines, nets, halters, horse clothing of all kinds, and a general variety of goods and articles needed by horsemen. Three experienced workmen are employed. Mr. Jones was born in Philadelphia, and has always maintained the reputation of being an honorable and upright citizen.

**Stratton Brothers, General Store, Lumber, Coal, Fertilizers and Farming Utensils, Main Street.**—In all towns, one or two merchants, more enterprising than their fellows, rapidly attain the topmost round of the ladder, and control a trade of astonishing proportions and maintain an establishment whose annual business reaches an enormous amount. In the town of Swedesboro, Gloucester County, this fact is abundantly illustrated in the extensive house of Stratton Brothers, who have continued here in business since 1859, the stand, however, being well known for years previous to that period. They are located on Main Street, in a one-story building of dimensions about 25x120 feet, with an extensive yard in rear, and one located near the bridge. The general store is filled with a splendid stock of merchandise, whose value cannot be less \$15,000. The wants of the ladies are fully met in the large and varied assortment of staple and fancy dry goods, consisting in part of silks, dress and white goods, domestics, linens, cloths, cassimeres, flannels, blankets, hosiery, gloves, laces, handkerchiefs, ribbons, underwear, worsteds and notions, supplemented by a fine line of toilet and fancy goods. The grocery department is a very essential part of this large establishment, and not only contains everything in the shape of staple articles in its line, but is unusually well supplied with fancy goods, such as canned fruits and vegetables, pickles, etc., as well as a large stock of queensware, glassware, wood and willow ware, etc. A large assortment of agricultural implements is carried, which includes machinery of all kinds for farmers' uses, and represent the product of many of the leading manufacturers of the country. Fertilizers, of recognized worth and merit, are sold and large quantities kept continually in storehouses to meet the immediate demand. Purchasing direct from the manufacturers enables this firm to save the agents' and jobbers' commissions to a great extent, and give the benefit to their customers. The firm are the largest dealers in lumber and coal in this section, and of the former carry nearly three hundred thousand feet in stock. All the better grades of coal, including egg, chestnut, stove, etc., are kept in the yard, and sold at the lowest market prices. They conduct a large branch store at Mullica Hill, this county, in which they employ two assistants, the whole concern being under the immediate charge of Mr. I. S. Stratton. The copartners are Messrs. I. S. and E. L. Stratton, both natives of Gloucester County, where they have continued to reside during their entire lives. The firm of Stratton Brothers has achieved not only a prosperity to which it is amply entitled, but a position and standing in the mercantile community that reflects the highest credit upon the individual members.

**C. D. Lippincott, General Merchandise, Main Street.**—This large, handsome and splendidly stocked establishment is located on Main Street, in the centre of business, and has dimensions of 22x70 feet. The store is filled from end to end with as large, varied and attractive line of goods as any one could desire, and the stock is kept supplied with frequent invoices of all staple and standard goods, as well as the latest novelties and newest patterns. The tasteful manner in which the goods are displayed, the perfect neatness in which everything is kept, makes the establishment particularly attractive. Here at all times may be found a very complete assortment of staple and fancy dry goods, foreign and domestic, and

embracing a wide range in varied departments of textile fabrics. Notions and ladies' fancy goods of extended variety, together with a large amount of piece goods for men's and boys' clothing, form an important part of the stock. The stock of groceries is particularly replete with a most excellent variety of fine, fancy and staple goods, and including teas, coffees, spices, canned goods and the numerous other articles. The entire stock has been selected with a comprehensive knowledge of the business, and a nice discrimination as to the exact requirements of the trade. Mr. Lippincott having been in business a number of years is widely known as a sharp, discerning merchant who gives to the business his full energies and attention. His establishment is one of the leading houses in Swedesboro and one worthy the undivided trade of a large community.

**E. C. Tallman & Son, Boots and Shoes, Main Street.**—Among the establishments in Swedesboro whose business affairs have extended largely, entitling it to a prominent place in our work, is the house of E. C. Tallman & Son, dealers in boots and shoes. This enterprise was established in 1838 by the senior of the present firm, he at that time practically working on the bench and possessing only small resources and limited facilities. He continued the business year after year, and in 1866, twenty-eight years after starting, admitted the son and considerably increased the facilities. Most excellent premises are now occupied in a two-story frame building on Main Street, the whole being devoted to the business. The sales-room is about 20x60 feet in dimensions, and well stocked with shoes, gaiters, slippers, and goods for ladies, misses and children, and boots and shoes for men, boys and youths, and adapted to meet the wants of all. The second floor is used for manufacturing purposes, the firm having a large trade for goods to order. Twelve hands are employed and a considerable amount of work is annually produced. The father, Mr. E. C. Tallman, is the oldest business man in the town, having been continuously engaged for forty-four years. The son, Mr. A. R. Tallman, is a young man of correct business principles, and has done much to bring the trade to the present proportions.

**John J. Walker, Light and Heavy Wagons, Main Street.**—In a community surrounded with a populous agricultural district there is always ample opportunity for the successful conduct of the business of the light and heavy wagon builder. In Swedesboro, a leading builder is Mr. John J. Walker, who occupies a shop that has been doing business in this line for nearly twenty-five years. He succeeded to the industry about a year ago, and since that time has endeavored to build up a representative trade. The woodwork and finishing building is of two stories, and well adapted for the business. The blacksmithing and ironwork department occupies a separate building, which affords ample space for the enterprise. Mr. Walker builds to order all kinds of vehicles, including light driving carriages, buggies, business and farm wagons, carts, etc., and guarantees all work turned out to be as thorough as proper materials and good workmanship can secure. As a builder of farm, express and light business wagons, he has gained a high reputation, and is known as a reliable workman, a fact evidenced by the long period that his wagons will stand the ordinary wear and usage. He also builds carriages of any description, and places in each

the best material and excellent work. Five hands are employed and work is executed promptly and most satisfactorily. He is a native of Swedesboro and a young man, giving his whole time and attention to the business in which he is engaged.

**W. H. Hannold**, Furniture, Undertaker and Marble Dealer, Main Street.—Mr. Hannold occupies a good-sized establishment and carries a stock of parlor, dining-room, chamber and kitchen furniture in common and hard woods, from the plainest to the more costly, chairs, couches, lounges, spring beds, etc., all at prices as low as the same goods can be bought for in any city market. His furniture is carefully and substantially put together, and designed to wear. Mr. Hannold does an extensive undertaking business and is prepared to furnish coffins, caskets, metallic, satin, velvet, cloth-covered, pine, walnut and rose-wood. Adjoining he conducts the marble business under the superintendence of a competent assistant, and turns out work of all kinds. Mr. Hannold is an active and enterprising gentleman, and widely known by the entire community.

**J. Gottschalk**, Ready made Clothing and Gent's Furnishing Goods, Main Street.—The extensive stock carried by the above house, should guarantee it a foremost position among the mercantile establishments of Swedesboro. Though started in 1880, only two years ago, it has now a permanent reputation with the people of the community. The store is ample in all its appointments, having an area of 24x70 feet, and well filled with a very desirable assort-

ment of men's, youths', boys' and children's clothing of the finest goods, made up from fashionable patterns and in the best possible manner. In connection with the trade, the house devotes space to a stock of gent's furnishing goods and other articles of gentlemen's outfit. Throughout the establishment is worthy of the fullest patronage of the entire community, and ready-made goods can, without doubt, be secured here with as great advantage in quality and price as in the larger cities. Mr. Gottschalk personally gives his attention to the demands of the house.

**T. & W. Norcross**, Light and Heavy Wagons, Main Street.—An active and enterprising firm is that of T. & W. Norcross, who are engaged in the manufacture of light and heavy wagons, on Main Street, Swedesboro. The stand they occupy has probably been in existence for about a quarter of a century, and under the present proprietors about eight years. They make a specialty of heavy farm wagons, which are especially adapted to the demands of the farmers of Gloucester County, who are so largely engaged in trucking. The brothers are practical men to the business, and can at any time be seen in their shop giving their full attention to the wagon building. They also manufacture light carriages to order, and turn out handsome specimens of their ability in this direction, they combining thoroughness in every portion. The brothers, Messrs. Thomas and William Norcross were born in Burlington County, N. J., and there learned the wagon building trade. Since becoming engaged in business at Swedesboro, their trade has grown each year, and they now employ three hands beside themselves.

## GLASSBORO.

This is one of the most important manufacturing towns in Gloucester County, and is also one of the oldest in South Jersey, having been settled about 1770. It derived its name from the extensive glass works that are here located, this being the chief industry, there being four bottle and two window-light factories, affording employment for about five hundred persons. Glassboro is situated on one of the highest plateaus between Camden and Cape May, and being supplied with the purest water from never-failing springs, enjoys the possession of the two principal elements conducive to general health. It is situated at the junction of the Cape May and Atlantic City Railroads with the Bridgeton and Salem roads, eighteen miles from Philadelphia, and sixty-three from Cape May. From this point to Camden the West Jersey is a double track road, and the daily number of trains passing and stopping at this station, particularly during the summer season, will reach a large number, thus making Glassboro an important centre. The borough of Glassboro is situated about a third of a mile from the railroad station, and is principally built upon one long street. The large glass manufacturing establishments make the town a thriving point, and the residents are principally those who are in some capacity connected with this industry. There are seven churches of various denominations, a public academy, centrally located, several good general merchandise stores, and a first-class hotel, known as the Reeves Hotel. The surrounding country is fertile and well cultivated, and the town possesses an active and increasing trade. Glassboro has a money-order post office. Population, 1882, about 2,000. The leading industries and business men are as follows:

**Thomas M. Ferrell**, Senator, Gloucester County.—Among the members of the State Senate for the session of 1882, he, whose name is the caption of this sketch, took a leading position and, though his first year in this body, was widely known for the mastery ability he brought to bear upon all things attempted. His remarks were listened to whenever he advocated a bill and his advice and support was, during the entire session, much sought after and carefully considered and followed. Senator Ferrell was born at Glassboro, Gloucester County, June 20th, 1844, and, after receiving less than an average education, was employed as a boy in the glass works and since that time, with but slight interruptions, has followed the occupation of glass-blower—one of the leading industries of South Jersey. Though favored with but slight advantages he became known in early manhood as a clear and concise speaker and a deep thinker and, as these talents grew deeper and broader with years of experience, he was eminently qualified to represent his county in the Senate with dignity and honor. In 1872 and 1873 he was a member of the township committee, in which he lived, and for five years, 1874 to 1879, a trustee of the Public Schools. He is a prominent member of the State Lodge of Odd Fellows and is the present Deputy Grand Master of New Jersey. He was elected to the House of Assembly two years in succession, 1879 and 1880, from the then Second District of Gloucester County—the last time over one of the strongest Republicans in the county, Mr. Horner, by a majority of eleven. During his legislative career he always took an active part in the proceedings of the House and watched with jealous care all legislation appertaining to the interests of the working classes. In 1881 he was nominated for the Senate and although Gloucester County is usually considered Republican by a respectable majority, Mr. Ferrell carried it for Senator by a majority of 486 over his Republican opponent, ex-Assemblyman Pancoast, who is considered a strong man by his party. It is by thus speaking that the high estimation with which Senator Ferrell is held in his own county can be appreciated, and it would be safe to assert that at the present time he is the most popular Senator that county has ever had. By his two years' services in the House he came to the Senate rich in experience of legislative enactments and business and at once took a prominent position in all that transpired in that chamber. His party being in the minority during the session of 1882, he, as custom made it, received no chairmanship of committees, but his ability was recognized by making him a member of the Committees on Banks and Insurance and Elections. Of the joint committees he was a member of those on Prisons and State Library.

Senator Ferrell to-day is one of the leading men of the Democratic party of this State and the future has doubtless many honors in store for him. He is the champion of the laboring classes but, unlike many others, has not obtained this distinction for the purpose of political preferment, but rather in the fullness of justice to this class, of which he claims to be one, which has marked his career, either public or private, during his life. His term in the Senate expires in 1885.

**Charles Beale**, Druggist.—Prominent in the business circles of Glassboro is the drug store of Mr. Beale, who started this enterprise in July, 1881. His store is a neat and attractive one, and is filled with a choice and fresh stock of drugs, patent medicines,

toilet articles, paints, oils, etc. In the preparation of family and physicians' prescriptions he makes a specialty, and they are compounded under his immediate supervision in the most careful manner. The building is 20x30 feet in dimensions, and he carries a stock of \$2,500. He is a graduate of the Philadelphia College of Pharmacy and a native of Montgomery County, Pa.

**Wm. H. Hann**, Harnessmaker.—This establishment was opened by the above gentleman in 1879 with very moderate means, but being an enterprising and energetic young man, soon built up a large trade. His store is 16x32 feet in size, and his annual business aggregates about \$20,000. His stock, which varies greatly, includes heavy and light harness, whips, blankets, and all those articles which are necessary to make a complete stock in this line of business. The trade of this concern is not confined to any special point but extends throughout this vicinity. There are two extra hands employed, both being skilled workmen. Mr. Hann is a native of Gloucester County, born in 1853, and his motto is quick sales and small profits.

**"The Enterprise and Labor Advocate,"** Published every Thursday, D. S. Maynard, Manager.—This paper and establishment was started on the 9th of March, 1882, by the Enterprise Publishing Company, and its first paper dates from that time, and in that short time has rapidly built up a very creditable subscription list. It is published exclusively for the benefit of the working community, and in their interests it proposes to do battle. Under the careful supervision of D. S. Maynard, a native of Pennsylvania, this paper has no barrier to prevent the brilliant career that is marked out for it in the future. The building occupied by the Company is 30x50 feet in size, and contains all the necessary requisites for their operations. There are four hands employed, and generally speaking it is an important motor in the advancement of Glassboro.

**Joseph Higgins**, General Store.—Mr. Higgins started this enterprise twenty-five years ago. The store is favorably located, with two fronts, and 35x50 feet in dimensions, and two stories high. The stock carried will amount to \$9,000, including a fine grade of dry goods, groceries, provisions, hats, caps, boots, shoes, and all other conceivable articles which are essential in the formation of a complete stock in this line of trade. He is assisted by his three sons. Mr. Higgins is a native of Philadelphia, born in that city in 1823, and has so long been a resident of this neighborhood that he has grown exceedingly popular and has filled several offices in this township.

**Howard Iszard**, General Store.—Prominent among the general stores in Glassboro, and one that has already gained a reputation for reliability, is the establishment of Mr. Iszard, who started this enterprise in partnership with a Mr. Stanger in 1880, but finally purchased his interest, and since that time has been conducting it alone. The stock carried will amount to \$3,000, consisting of dry goods, groceries, provisions, teas, coffees, also a very fine line of ladies' misses', children's and men's boots and shoes, and all other articles pertaining to this branch of trade. The store is 18x30 feet in size, centrally located in the business portion of the town, and so arranged that it makes a very attractive appearance. The an-

nual business will amount to \$10,000, and extends throughout Glassboro and surrounding country. Mr. Iszard is a native of Gloucester County, born in 1857, and has through his merits built up a very fine trade, which is every day increasing.

**Jesse E. Reeves, Reeves' Hotel.**—Among the hotels in South Jersey which deserve a special mention is Reeves' Hotel at Glassboro, which is very nicely located, and fitted throughout for the special comfort of its guests. There are eighteen rooms in the house, the sleeping apartments being well furnished with modern furniture, thoroughly lighted and ventilated. The table is amply provided with the best the market affords, and the sample room contains the choicest brands of wines, liquors and cigars. The proprietor, Mr. Reeves, first took possession in 1875, and after a successful proprietorship of one year retired, but again became its proprietor in 1877, and has successfully controlled it ever since. The hotel under the above management has gained a reputation for extending only agreeable entertainment both by host and hostess. There is in proximity to the house, good stabling for horses, and every attention is paid to their care and comfort. Mr. Reeves is a native of New Jersey, born in 1846, and in this vicinity is considered unexcelled as a landlord.

**Warrick & Stanger, Manufacturers of Window Glass.**—Among the prominent industries of South Jersey are the window-glass works of Warrick & Stanger, in Glassboro, who have a well-established reputation for satisfactory material. This enterprise commenced operations in 1831, when Lewis and Jacob Stanger established here, and after controlling it for twenty-five years, it became the property of the present firm in 1856, and from that date to the present has been conducted most successfully by them. Ten acres of ground are occupied containing thirteen separate buildings, all of which are requisite for their varied

operations, and all having the necessary tools and machinery required for this purpose. There are one hundred hands employed in the different departments, with an average weekly pay roll of \$800. There is one forty-horse power engine and boiler used in this extensive establishment, and in their process the firm has made many splendid improvements, and won for themselves a renowned reputation. The annual business of this industry will reach \$200,000, the trade being confined principally to the eastern half of the United States. There is also a very fine store attached, where the employees can purchase any article at the lowest market prices. These works under the present efficient management, stand equal to any in the country. Both the members of this firm are natives of New Jersey, and Mr. Woodward Warrick was, at one time, a member of the State Senate, and Mr. Thomas Stanger has held the position of City Councilman in the City of Pittsburgh. These men are both enterprising and intelligent, and will, no doubt, make their business a still greater success in the years to come.

**S. H. Stanger, Jr., General Store.**—One price only and quick sales and small profits are the mottoes of Mr. Stanger, Glassboro's leading merchant, and with these before him he has built up his present large and profitable business. He carries about \$4,000 worth of stock, consisting of dry goods, groceries, provisions, notions, confectionery, tobacco, cigars, etc. His store is comparatively a new one, 26x40 feet in size, with an addition in the rear, enabling him to make an elegant display of his new and fresh stock. He is efficiently assisted by his two sons, and a wagon is run that all orders may be delivered promptly. His trade is not confined to any special point, but extends throughout Glassboro and the surrounding country. Mr. Stanger was born here in 1836, and his name is favorably known, and his house a most favorable one to buy a good article at the lowest price.

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## CLAYTON.

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This neat and attractive town is situated on the West Jersey Railroad, twenty-two miles from Philadelphia, and near the extreme southeastern end of Gloucester County. With the growth of the manufacture of glass, Clayton has increased in importance and population, and is now largely engaged in the production of staple articles. It is situated in a healthful location, and is conspicuous for its neatness and cleanliness and the sobriety and industry of its people, making it a most desirable place of residence. It has a town hall, two churches, Presbyterian and Methodist, good schools, and a very creditable number of miscellaneous business enterprises. The glass works here located are very extensive, and employ a large portion of the male residents of the village. The country surrounding Clayton is level, and for the greater part productive and raising crops the equal of any section of Gloucester County. The place is gradually growing in population, and each year witnesses an increase in the number of industries locating within the limits of the town. The people are enterprising and thoroughly awake to all matters conducive to the prosperity of Clayton, at all times lending their encouragement to any movement that will add to this result. Population, about 1,200. In the pages following the reader will find the leading enterprises of the town.

**Moore Brothers, Clayton Glass Works.**—This great industry was first started by Jacob P. Fisler and Benjamin Becket in 1850, and they were succeeded by John M. Moore, and in 1862 the present firm took possession, and have conducted it ever since most successfully. There are about twenty acres of ground upon which is erected four glass factories, ample and substantial buildings for their varied departments. The capital invested will amount to between \$300,000 and \$400,000, and giving employment to about three hundred and fifty hands. There are two engines and two boilers, with an aggregate of fifty-five-horse power. This concern manufactures glass hollow ware, from the smallest vials to the largest bottles, and their works are said to compare favorably to any of its kind in the country. The trade of the concern extends throughout the United States, and they have already exported to foreign countries. Since this enterprising firm have had possession, there have been some very valuable improvements in reference to their manufactory, and the works stand unexcelled for turning out the finest green glassware. The business done by them every year will amount to \$300,000, which trade has principally been gained by their superior business facilities. They have in proximity to their works, and owned by them, a general store for the accommodation of their employees, and where can be purchased any article of general merchandise. The firm consists of John M. Moore, D. Wilson Moore, Francis M. Pierce and Harry Steelman, all natives of New Jersey. Mr. John M. Moore is also Associate Judge of the County Court, and all the members of the firm are entirely worthy of their great success.

**A. G. Silver, Tinsmith, Stoves, etc.**—One of the largest and most complete stocks of stoves, tin and hardware to be found in this borough, is the popular and well conducted house of A. G. Silver, who started business here in 1879. Being a progressive man of energy, enterprise and ability, he soon built up for himself a good and profitable trade on a solid and sound basis, and now enjoys an annual business of \$5,000 a year. The capital invested in this enterprise will amount to about \$1,800, and the stock consists of stoves, tin and sheet iron, hardware and all other house furnishing goods in this line. The building occupied is two stories high in addition to the basement, 15x30 feet in size, and the first and second floors are used for salesrooms, while the basement is especially adapted for their workroom. Their specialty is tin roofing, spouting, and all kinds of tin and copper work. In busy season he employs from three to four hands, all skilled workmen. Mr. Silver is a native of Port Elizabeth, N. J., where he was born in 1857, and is a representative of that class of enterprising young men who know almost at a glance the wants of the public, and conduct their establishment accordingly.

**J. Silver & Son, General Store.**—Prominent among the retail establishments of Clayton is that of Silver & Son, who started this enterprise in 1865 and now stand at the head. Their store is two stories high, 24x40 feet in size and is filled with about \$1,000 worth of stock, consisting of dry goods, groceries, provisions, crockery, boots, shoes and teas, coffees, spices, dried fruits, etc. The annual business done by them will amount to \$5,000. The father, I. Silver, recently deceased, was a man of well-known probity and he will be missed by a large circle of friends,

whilst the business will be continued by his energetic son. J. Silver was a native of Port Elizabeth, N. J., and R. L. Silver of Philadelphia.

**J. F. Iszard, Manufacturer of Fine Cigars.**—An important enterprise in Clayton is the cigar manufactory of J. F. Iszard, who established his business here in 1881, under fair circumstances. His factory stands near the cross-roads of the town, giving a fair opportunity for country dealers as well as those in Clayton. His factory is two stories high, 15x55 feet in size, and contains all the necessary appliances for the manufacture of fine cigars, for which he has already gained a reputation. The stock varies greatly and will average about \$500. There are three hands employed, annually manufacturing a large number of cigars. Mr. Iszard is a native of New Jersey, and in Clayton Township has filled several prominent offices. His trade is exclusively wholesale, which is confined principally to Clayton, where he is well known and highly esteemed.

**Ewan & Heritage, Carriage Builders.**—Prominent among the industries of Clayton is the carriage manufactory of Ewan & Heritage who started this enterprise but a short time ago. The capital invested will amount to \$1,000. Their factory is two stories high, 28x56 feet in dimensions and contains three departments and employing two hands. This firm had an established reputation before embarking in their present enterprise, and now build as creditable a carriage as can be found anywhere. They make a specialty of repairing which they do promptly and neatly. The members of the firm are Eli Heritage and Israel C. Ewan, both natives of New Jersey.

**Joseph Paul, Harness Maker.**—Mr. Paul was born in Millville in 1842, and settling in Clayton in 1879, began operations with rather a diminutive capital. His store is a neat one, two stories high, and 14x14 feet in size, the first floor being used as a salesroom and containing a full line of goods, including harness, horse brushes horse boots, curry combs, light and heavy clips, bits of all kinds, snaps and rings, whips, chamois skins, sponges, oils, soaps, etc. Repairing is made a specialty. The business done by him will amount to about \$1,000. This gentleman is widely known as an upright honorable gentleman, and his prosperity is due to his own exertions.

**A. H. Chase, Drugs, Medicines, etc.**—This old and reliable drug store was founded over thirteen years ago, and is now conducted by Mrs. A. H. Chase, who is assisted by her daughter. The store is 15x30 feet in size, and the stock consists of drugs, medicines, toilet, soaps and fancy articles, paints, oils, also stationery, confectionery, etc. Both Mrs. Chase and her daughter reflect great credit upon themselves for their ambition and perseverance in the conduct of the establishment. They also have charge of the post office, which is located in the store.

**Gotlieb Hofses, Bread, Fancy Cake and Pie Baker.**—Mr. Hofses was born in Germany in 1829 and came to this country in 1850 and opened at his present location in 1876. His store is in easy access from any part of the town and contains a fresh stock of bread, cakes, pies, fruits, confectionery, cigars, tobacco, etc., and also supplies families with oysters. The store is 15x30 feet in size and makes a very handsome display on the street.

**M. F. DuBois, General Store.**—This extensive and well-known store is centrally located in Clayton and is one of the best of its kind in that section. It was established sixteen years ago by the father of the present proprietor and, after a successful career of thirteen years, his son, M. F. DuBois, succeeded him in 1879. The store is 20x52 feet in size and filled to repletion with about \$2,500 worth of stock, consisting of dry goods, groceries, provisions, boots, shoes, crockery and all those articles which lend to the make-up of a complete assortment in a general country store. The business of this establishment will amount to about \$10,000 a year. He was born in Clayton in 1856 and by industry and fair dealings is now doing a flourishing business. There is no reason for the citizens of Clayton visiting the larger cities for anything in the line of general merchandise goods, while there are located within their midst such establishments as that of Mr. DuBois. This gentleman thoroughly understands the demand of the trade and makes every effort to please all who bestow their patronage upon him. Well situated for either country or town trade, he caters for all and now occupies a prominent position among the representative merchants of the lower end of Gloucester County.

**M. J. Larrabee, Millinery and Fancy Goods.**—This old and reliable establishment was started by Larrabee & Purvis in 1871, and in 1879 Miss Larrabee purchased the interest of Miss Purvis, and since that time has conducted it alone. Her store is centrally located, 15x32 feet in size, and is admirably arranged to show her rich and elegant stock, which consists of ladies' hats, feathers, ribbons, also all kinds of fancy goods, and all other articles which are associated with this branch of trade. She employs one milliner and is especially adapted for this line of business, as she is tasty and knows exactly how to arrange a hat to give satisfaction. The business done by this concern will amount to considerable, and its trade is in Clayton and surrounding country, where it is well established. Ladies can always get the latest styles and the finest quality of goods at the lowest prices. Miss Larrabee is a native of Maine, and has long been a resident in this section, and is favorably known and highly esteemed.

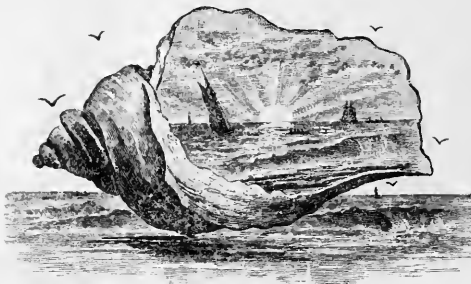
**Kirby & Leden, Butchers.**—The meat market of Kirby & Leden was established by them in February 1882. Their market is 10x15 feet in size, and is especially adapted for the purpose, and they have it so arranged that it is always attractive to their many customers. They also have, in addition to their permanent location, two wagons constantly engaged to meet the demands of their trade in the surrounding country. They always carry in stock a full line of fresh meats of all kinds of the best that can be found in the market. Both members of the firm are natives of New Jersey, and are straightforward and active

business men, and entitled to a liberal patronage. Thoroughly versed in the detail of purchasing beef, they always secure the best the market affords and serve their patrons with meat that is most acceptable. A prominent feature with their establishments is the cleanliness that pervades every department and this is certainly no small matter in a concern of this nature. The citizens of Clayton should extend to Messrs. Kirby & Leden the fullest patronage and thus build up an enterprise that will enhance the general business interests of the town.

**E. J. Davis, Livery Stable.**—Prominent among the business men of the active borough of Clayton is Mr. E. J. Davis, who is engaged in conducting the only livery stable in the place, and has already become well and favorably known with those who desire good turnouts. His stables are located in a central portion of the town, and consist of a large frame building, well provided with every essential to the business. About twenty head of horses are comfortably stabled by him, and he is at all times prepared to provide his patrons with teams that will compare favorably with any stable in this section. Commercial men who desire good turnouts in visiting the stores in the country villages adjacent to Clayton, should give Mr. Davis a call, he guaranteeing the fullest satisfaction to all, both as to charges and teams and polite and prompt attention. Thoroughly understanding the care of horses and the points essential to a good animal, his stock is of the best, no broken-down horses forming a part of these stables. Mr. Davis is a gentleman well versed in the details of his business, and a gentleman generally respected and esteemed. Thoroughly understanding the care of horses he is always able to provide the best, and with carriages that are most satisfactory, both in appearance and comfort. His enterprise in establishing a first-class stable in Clayton, should meet with the warmest encouragement from all.

**S. C. Roselle, Tobacco, Cigars and Barber Shop.**—Mr. Roselle established himself at his present location in 1871. His establishment is 20x40 feet in size and is divided into two departments, the front being used for a salesroom for tobacco, cigars and smokers' articles and the rear is nicely fitted up for a barber shop, containing all the necessary arrangements for this business. The annual business will reach upwards of \$2,000, which is confined principally to Clayton. Mr. Roselle was born in Gloucester County in 1841 and in this township he has held several prominent public positions. Mr. Roselle is conducting the sale of cigars on a satisfactory scale, and providing goods that will compare with those in any establishment in the country. His store is a very popular place with the citizens of Clayton, and large numbers visit it daily to secure their supply of the "delicious weed." The barber shop is of the first order, and is likewise popular with all.

## ATLANTIC CITY.



AN EPITOMIZED SKETCH OF THE BEAUTIFUL "CITY BY THE SEA," LOCATED AT ONE OF THE MOST DELIGHTFUL POINTS ON THE ATLANTIC COAST, AND FIFTY-EIGHT MILES SOUTHEAST OF PHILADELPHIA.

Within ninety minutes ride of Philadelphia, and easy of access from New York, Atlantic City has outstripped all other seaside resorts on the Atlantic coast and bids fair to continue to grow until the fullest limit is reached. Its great popularity as a place of residence and the large number of the private cottages has bestowed upon it the title of the "City of Homes." Men of business establish their families here early in the season, and hither return each evening from Philadelphia and other cities, to enjoy the cool repose of their cottage by the sea. It is one of the oldest watering-places of the coast, is in Egg Harbor township, Atlantic County, and situated on the northern portion of Absecon Beach, extending its limits from Absecon Inlet to a point three miles down the coast and three-quarters of a mile inland. The island upon which it is built is ten miles in length and separated from the mainland by a strait called the "Thoroughfare." The hard, smooth sand stretches away in curving lines from Absecon Inlet to Egg Harbor Inlet, and at low tide affords a drive of ten miles along the hard, sandy beach.

Thirty years ago the location of the present town was an almost uninhabited island, consisting of a chain of sandhills thrown up by the ceaseless billows. It was so uninviting that when the project was instituted to make this point a summer resort, the idea was ridiculed as being entirely impracticable and scarcely worth the consideration of sane men. Although but a quarter of a century old, Atlantic City is now undoubtedly the most popular of all seaside resorts. Its wonderful growth in the last twenty years, its rise from an uninhabited series of sand-hills and long stretch of sandy beach, where the only visitors were countless numbers of sea fowl, would be even more remarkable than it is in this precocious land where the hamlet of yesterday becomes the metropolis of to-morrow, had it not been for its admirable situation, delightful climate and contiguity to Philadelphia. This favorite resort, which annually receives double the number of visitors of any watering-place on the coast, is only fifty-eight miles from Philadelphia and is reached in ninety minutes. Atlantic City has unrivaled ocean frontage, with splendid bathing facilities, smooth and level roads for driving, and in the thoroughfare and bays a placid lake for fishing and boating unequalled on the coast.

Atlantic City embraces one-third of the entire island, nearly all of which is now covered with well-graded streets, admirably laid out on a generous plan, and affording many noble avenues for promenade and driving purposes.

The nomenclature of the streets is especially happy. The great main avenues running parallel with the ocean, five hundred and fifty feet apart, have a breezy suggestiveness of coolness and comfort in their titles,



Pacific, Atlantic and Arctic, while the wide thoroughfares that cross them at right angles, bearing the names of the States of the Union, are full of patriotic thoughts.

In addition to nature, art has done much for Atlantic City. Its hotels are large, numerous, and many of them fine examples of the light and airy architecture that prevails at watering-places, while the spires of a half-dozen or more handsome churches rise like sentinels from as many parts of the island; but the chief glory of Atlantic City, and, in the eyes of many, its greatest charm, is the number and beauty of its private cottages. These number many hundreds—very nearly a thousand—and, on the greater portion, good taste and ample means have been lavished with the best results. But the variety is almost infinite, and stretches from the mansion to the most modest little house, and includes elegance, picturesqueness and comfort.

These cottages are the residences, for three or four months of the year, of the families of numerous professional and business men of Philadelphia and neighboring cities, who, thanks to the rapid transit afforded by the railroad, lose but little more time and have no more trouble in going and returning to their offices and counting-rooms, than they would were they to remain in the city during the sultry season.

The secret of the great popularity of Atlantic City, however, is the salubrity of its climate. It is not only a pleasure but a health resort as well. It is unsurpassed in the round of its gay amusements, its hops, balls and pleasure parties; its concerts and theatrical entertainments during the season, and the tone and culture of its society; but it combines with all these in an eminent degree the pre-requisites of a watering-place—pure air and a healthy situation. It is as much an invalid's as it is a tourist's resort, and it is the only place on the coast which is visited all the year round by health-seekers. Last winter a dozen of its hotels were open and full of guests, and hundreds who had been in the habit of visiting Florida, repaired to this favored spot by the advice of their physicians, on account of its dry atmosphere, and other health-restoring surroundings. There is no limit to its popularity with the medical profession, who are almost unanimous in awarding it the palm as a summer and winter home for their patients.

The pleasures of surf-bathing carry, of course, a great multitude to Atlantic City, and it is probable that more bathers are to be found every day on its long stretch of beach than at all the other New Jersey coast resorts together. At the fashionable hours of bathing, mile after mile of beach is crowded with thousands of merry bathers, whose shouts and laughter mingle with the roar of the surf, while the popular "ocean promenade," or as it is called the "board-walk," is lined by a throng of gay promenaders. The scene at this time is as animated as the streets of an old world city on a *fête* day. The walk, which is as smooth as a ballroom floor, and entirely free from dust, extends along the entire city front. On moonlight evenings it is a favorite resort for promenade parties, while the level beach alongside, which affords an excellent drive, is crowded with brilliant equipages. During the present season, this delightful walk will be

CAMDEN AND ATLANTIC RAILROAD EXTENSION HOUSE—THE COMMON CENTRE OF ATTRACTION.



illuminated brightly by the electric light, and night bathing will quite probably become a very fashionable and popular recreation.

The Inlet, which is one of the most popular points on the island, and boasts of a handsome pavilion, the property of the Camden and Atlantic Railroad Company, is the favorite of lovers of those twin sports, yachting and fishing. A large fleet of handsome yachts is always riding at anchor in waiting for parties desirous of a sail over the bright waters, or of indulging in that exciting sport, deep-sea fishing. The water is fairly alive with game fish, such as sea-bass, flounder, snapping mackerel, blue fish and kindred varieties. The most delicious oysters are to be had here, fresh from their native beds, and with an appetizing flavor unknown to one who has never eaten them before the moss on their shells is dry. The thoroughfare, which is as smooth a piece of water as a mountain-locked lake, with many picturesque surroundings, is another favorite resort, especially of the ladies. It abounds in crabs, which are caught in great numbers.

Among the pleasant features of the island is the Children's Sea Shore House, fronting on the beach, below Ohio Avenue. The house is a handsome building, one hundred feet long by thirty feet wide, besides which there are connected with it sixteen cottages, furnishing accommodations for about one hundred children and their attendants. The house is under the care of an association, which has for its object the giving of sea air and sea bathing to such invalid children of Philadelphia as may need them, but whose parents are un-



NORTH CAROLINA AVENUE, EASTWARD.

able to afford the expense. At the house they have all the advantages of a residence at the sea-side, the comforts of a home and excellent medical attendance, at a merely nominal charge, while a limited number are received gratuitously. A similar association is now also conducting a home for invalid women. It is supported entirely by voluntary contributions, visitors to Atlantic City making up the largest amount. A more deserving object does not appeal to the charitable.

As we started out by saying, the Camden and Atlantic Railroad Company is entitled to the credit for developing Atlantic City into its great popularity, and for many of its improvements and excellent accommodations. The Company has worked unceasingly to diffuse a knowledge of the advantages of this one unknown spot, and it has reaped its reward by elevating Atlantic City into the successful rival of resorts that were famous when it was an isolated and dreary waste of land. The Camden and Atlantic Railroad Company has a good, substantial roadway, running through a fine country. Its equipment is first-class, the cars wide, airy and comfortable, and on all express trains Woodruff Parlor Cars are run during the season. Accidents upon it are unknown and it combines in the highest degree speed, comfort and safety. The building of the road has done almost as much for the country through which it passes as it has done for Atlantic City itself, a barren, almost uninhabited region has been converted into a thriving and prosperous country, lined along the railway with neat and stirring towns and villages.

At Atlantic City the Company has erected a large and capacious hotel, fitted up with every convenience. It is especially designed for excursionists, who during the season flock to it by thousands. It has a fine restaurant, where hundreds can be fed at one time, pleasant parlors and an elegant ball-room. The Excursion House is always engaged for every day of the season, long before the season opens.

There are two other railroads, the West Jersey and the Philadelphia and Atlantic City, the former owned and controlled by the Pennsylvania, and was finished for travel in time for the season of 1881. The latter road is a narrow gauge, and has been in active operation since 1871. From the *Atlantic City Daily Review* the following extract is taken of the Camden and Atlantic Railroad:

Atlantic City is the child of the Camden and Atlantic Railroad; to which it not only owes its existence, but also that assistance which has developed its many merits and attractions, and given it its rapid growth and marvelous prosperity. The results are more apparent than the means employed, such as the extensive advertisement of "the papers, illustrated pamphlet-free passes and free excursionmen of wealthy communicants along the avenue and omnibuses was an active city down the beach and to its revenues. The road cottages by giving builders livery of materials and sell-rates than they were ever in the United States. improvement by the removal of its site as a lawn, the an elegant excursion house



ON THE BEACH.

city by the sea" in newspapers and magazine articles, sions to the representative ties. The distribution of nues before the day of hacks commodation that extended added thousands of dollars encouraged the building of passes, the convenient dening cottage tickets at lower sold before by any railroad It led the spirit of im- building of a new depot, remote from the centre of the old depot and leav- building of a new depot, remote from the centre of the town, and a handsome pavilion at the inlet. And then its liberality appears in the favorable terms allowed for excursions for the benefit of the churches, the various societies and the public schools of Atlantic City; cheerfully complying with their requests and always gratified with their successes. It is in fact the vine upon which the tempting cluster has grown, and the purple grapes can show no more intimate dependence upon the parent stem than Atlantic City bears to the Camden and Atlantic Railroad. Nearly the entire island upon which the city is located was sold at the time the railroad was projected, at seventeen dollars and fifty cents an acre; ascertain now the price of building lots, and it will appear what "the old reliable" has achieved for those who find health and pleasure and prosperity in Atlantic City. It has borne the heat and burthen of the day, and is entitled to the reward that belongs to patient and persevering endeavor. It was the pioneer, and it has gained a grand conquest.

The city is adorned with churches of all denominations, there being eight different houses of worship, which are supplied with pastors of intelligence and merit, and three public schools. There are two newspapers, the oldest being the *Atlantic Review*, which was established in 1872 by the present editor and proprietor, Mr. A. L. English. It is issued weekly during the year, and daily during the months of July and August. The *Atlantic Times* is also a daily and weekly and was first issued in 1877, at Hammonton, and removed to Atlantic City in 1878, Mr. J. F. Hall, editor. Within the past year a National bank has been established, which will prove of great benefit to the business men and residents of the city.

In addition to the customary weekly hops or balls at the principal hotels, the amusement-seeker may find his desire gratified at the museum, aquarium, skating-rink, in the surf bathing, or out in the thoroughfare, fishing. The city is visited during the season by some of the best talent in music, and concerts and other entertainments are frequently given. The light-house affords an ever-present place of interest for residents and visitors, the view from its heights being among the grandest possible.

Atlantic City is not a place of mushroom growth, with all the attributes of a city during the summer season, and the unutterable dullness of such places during the balance of the year, but is of itself a place of pleasant habitation and a city of activity and growth the year round. In this respect it is unlike any other resort on the coast.

A city passenger railway traverses the principal avenues, and several lines of passenger phaetons take passengers to all parts of the city and island. The city is incorporated, the present officers being as follows: Mayor, Millard Wright; Clerk, Henry R. Albertson; Collector, Thomas C. Garrett; Treasurer, Chalkley S. Leeds; Assessor, Arthur Wescott, and a Board of Aldermen. Resident population in 1870 was only 1,043, and in 1882 it was over 7,000, while that of summer is estimated to reach from 35,000 to 40,000.

**The Metropolitan**, corner Atlantic and Fifth Avenues, Mrs. J. A. McClees, Proprietress.—The Metropolitan is one of the oldest and most popular resorts on the shores of New Jersey, having been established for a period of thirty years. It is a large and superior frame edifice of three stories, located close to the ocean and near the lighthouse, with splendid views and only a short walk of the beach. It has accommodation for 150 guests; is most comfortably furnished as a regular family home and has all the latest modern home comforts and improvements, with large drawing and dining-rooms. It is first-class in every respect and every season is taxed to its fullest extent by the elite of society from New York and Philadelphia. Its rates are moderate and range from \$2.00 per day for transient and \$10.00 to \$12.00 per week for permanent guests. It is under the best of care and management of its favorite hostess Mrs. McClees, who owns the house, and is a native of Chester County, Pa. The trains of the Camden and Atlantic Railroad stop at the door. There is a fine open space of territory about the building, which provides good pure air and a beautiful view. The passenger cars, coaches, carriages and other methods of conveyance are always within reach.

**Keystone Co-operative Sawing, Planing and Moulding Mill**, Henry Disston & Sons, Proprietors, R. H. Turner, Manager, Manufacturers of Sash, Doors, Blinds, Moulding, Sidings, Dressed Lumber, Lath, Shingles, etc., Illinois Avenue.—Eight years ago, this large sawing mill was established, and was the first built in Atlantic City. It has been the only leading branch of her manufacture ever since its foundation and has maintained its stand to this date and is without a rival. The firm of Henry Disston & Sons is of such renown that the mention of it is sufficient to guarantee satisfaction for all the work done at these mills. The building is of brick, two stories high, covering an area of 50x76 feet in extent and is the largest enterprise in Atlantic City. The machinery is of the best and most recent modern construction for the work and is operated by steam, the engine being forty-horse power. Twenty-five hands are regularly employed in all the departments of the mill and lumber-yard and are paid monthly. The stock carried is valued at \$75,000, and is composed of every kind of lumber for building. Lath and shingles, sash, doors, blinds, mouldings, sidings and dressed lumber. Sales are at the rate of \$100,000 per annum. The lumber-yard covers an area of about two acres of land and is packed with all kinds of lumber. The entire premises and business are under the experienced management of Mr. R. H. Turner, a gentleman of great practical experience, and one who has the full confidence of all with whom he has any business transactions. The firm is composed of the estate of Henry Disston & Sons, Hamilton, Albert, Horace and William, all natives of Philadelphia.

**A. F. Bailey**, Hats, Caps, Umbrellas, etc., Atlantic and Pennsylvania Avenues.—This gentleman is a new acquisition to the industries of Atlantic City, having only opened his store May, 1882. He occupies Nassano's handsome and neat new building on the corner of the two principal avenues of the city, and starts business with the purpose of being unsurpassed in his line. He buys from the very first houses, and his stock of nobby hats, caps, umbrellas, etc., at lowest figures, will command the patronage of the discerning and economical. The premises are one

story, frame, 18x25 feet in size, and attractive by the neatness of construction and novelty of design. Mr. Bailey has had experience with the famous Jessup & Moore Paper Manufactory of Wilmington, Delaware, and also with that of W. A. Russell, of Lawrence, Massachusetts. He is a native of Boston, and in one word is a live man, full of activity, energy and push. These are the kind of traits essential for Atlantic City, and it has been the happy application of such which has made the place and contributed to its growth, prosperity and fame.

**Hunter & Dremmen**, Wholesale and Retail dealers in Butter, Eggs and Poultry, Frank Barber, Manager, Atlantic Avenue.—With an established business reputation for many years this firm opened their present enterprise here five years ago, and have now gained a solid footing as dealers in provisions, poultry, butter and eggs. The store is a large frame building of three stories high, is 18x40 feet in extent, and fitted with ice box and refrigerator. The stock carried is limited to meet the wants of immediate demands, and is estimated at from \$5,000 to \$10,000 at a time. Sales are at the rate of \$60,000 per annum and upwards. Mr. Barber, the manager, is a thorough business man and is the general manager of the house here, and is fast progressing in the general trade done. The firm have a house at 37 South Water Street, Philadelphia, and are held in the highest esteem for integrity and business thrift.

**Vermont House**, Mrs. D. B. Stockham, Proprietress, Vermont Avenue.—This new and elegant house is immediately adjoining the beach. It is new, and built in modern style, having all the conveniences of a city hotel—handsomely furnished, large rooms, high ceilings, good ventilation, fine porches round the whole building and magnificent view of the ocean from all the windows. Mrs. Stockham, who has leased the Vermont this season, is from Washington, D. C., and this is her first season at this attractive house. She is experienced in all details pertaining to the business and will give satisfaction to her guests, keeping the house open all the year. Mr. Black, who owns and built it with a view of making it a winter as well as a summer house, had it constructed in such a manner that it could be thoroughly heated and every part made comfortable. Mrs. Stockham can accommodate over one hundred people and provides a first-class table, best of attention, careful attendants and everything conducive to make it a desirable house. Many Washingtonians will be guests there during the season, and this worthy hostess, by her enterprise, energy and experience will make for herself here an exalted business name.

**City Hotel**, opposite U. S. Hotel, Samuel Taylor, Proprietor.—The City Hotel is a frame building, containing thirty rooms, neatly furnished and well kept, and a very pleasant home, either for the summer or winter season. Mr. Taylor is a native of Burlington County, N. J., and has conducted the hotel for twelve years hitherto, and is highly spoken of by all. His prices are low, ranging from \$10.00 to \$12.00 per week and \$2.00 per day. Table first-class. Mr. M. R. Kirkbride conducts the bar and livery business of the house. The City Hotel will doubtless have a season of marked prosperity, as it deserves. The proprietor will be assisted by his worthy wife, and the home will be well kept.

**The Dennis**, Michigan Avenue on the Beach, Joseph H. Borton Proprietor.—This is one of the leading and prominent first-class all-year houses, and is delightfully located on the beach, with an excellent view of the ocean. It is thoroughly fitted throughout with all modern improvements, and its home comforts are not surpassed by any similar establishment. It is a fine family house and has electric bells, telephone in office, billiard parlor and baths in the house of hot and cold water, and also baths on the beach. It is heated in winter and has a fine lawn. The Dennis will accommodate seventy-five guests, and is first-class in every respect. It is under the best of management, and is a highly popular resort with the elite of society visiting Atlantic City. Its host, Mr. Joseph H. Borton, is a native of Burlington County, and a general favorite with his guests.

**The Elberon**, Mrs. F. A. Musselman, Proprietress, corner of Pacific and Tennessee Avenues.—Mrs. Musselman formerly kept the Reed Cottages, where she made for herself an exalted name, as the lady knew how and did keep a model boarding-house at the seaside—that she has to take now a new house, erected for her on the corner of Tennessee and Pacific Avenues, one of the finest locations at Atlantic City. The lot is 100x150 feet, and the house is built L shape—certainly the most attractive house in Atlantic City, being furnished in magnificent style and has every convenience. There are thirty rooms, three grand reception parlors, communicating, has telephone connections and everything pertaining to a first-class house, besides being on the principal drive. It is near the ocean, and superior in every respect. During the season, entertainments of high order will be given for the enjoyment of the guests. The Elberon's terms are \$2.50 to \$3.00 per day, and \$15 to \$20 per week. These rates are insignificant in proportion to the comforts received. Mrs. Musselman is carving out her own fortune by her enterprise, tact and business vim. Being eminently adapted for the business, she makes friends and retains them. Being an exemplary business woman, of genial disposition and prepossessing manner, she is bound to succeed in her progressive business career.

**Atlantic City National Bank**, Atlantic Avenue.—Up to the year 1881, Atlantic City suffered the great inconvenience of the want of banking accommodations, the merchants and business community being compelled to do their business either in the city of Philadelphia, or Camden, the next town nearest this city, but thanks to the enterprise of the organizers of this institution, this great want has been supplied, and the Atlantic National Bank has been opened within the past year, and has in this short space of time built up a large and successful business and has cleared at the rate of 8 per cent. to its surplus fund. The bank is a superior brick building, specially erected for the business, and is fully equipped with all the best modern appliances, and fitted with fire and burglar-proof safe, etc. It is under a regular board of directors, consisting of Joseph A. Barstow, Geo. F. Currie, Charles Evans, Walter Garrett, Richard H. Turner, John B. Champion and Elisha Roberts. Charles Evans is president, and Robert D. Kent is its efficient and courteous cashier, and his thorough practical management in the high post he holds is bringing the institution to a thorough system of all banking business. Collections are made on all parts of the country, and regular banking transactions are conducted in all their

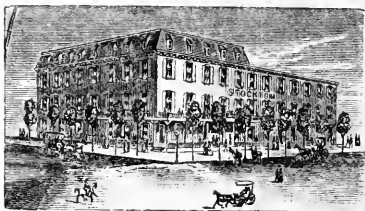
branches. Mr. Kent is a native of the city of Philadelphia, and Mr. Evans of Delaware County, Pennsylvania.

**Lewis Reed, Jr.**, Groceries, Provisions, Flour, Feed and Hay, Hardware, Coal and Wood, etc., Atlantic Avenue, opposite United States Hotel.—Sixteen years ago Mr. Reed established one of the most extensive houses in his line of the industries in Atlantic City, and has gained the most prominent rank among the representative merchants of the town. The building occupied is 24x75 feet in extent and two large warehouses are filled with goods, and in the rear of the store there is a large coal and wood yard stocked in addition. The stock carried reaches a value of \$8,000, and is chiefly composed of a choice assortment of fine, fancy family groceries and provisions, flour, feed, hay and straw, oil-cloths, carpets, wooden and willowware, hardware, coal and wood, etc., etc. Sales are at the rate of \$45,000 per annum, and constant employment is found for six experienced hands. Mr. Reed is a native of Cumberland County, and is a gentleman of thorough business experience and a popular citizen.

**Atmore Cottage** (formerly Chelton Cottage), Pacific Avenue opposite Congress Hall, M. J. Callender, Proprietor.—Three years ago this favorite house was opened by Mr. Callender, who for six years previously was connected with another house. It is most charmingly located on the most fashionable avenue and has a splendid view of the ocean, and is first-class in all its fittings, furniture and management and has all modern home comforts. It is a frame edifice of three stories, has twenty-seven rooms and can comfortably accommodate fifty-five guests. It is a popular house with visitors from Baltimore, Buffalo, New York and Philadelphia, and its table is unsurpassed for its solid luxuries. Its rates will be found to favorably compare with those of other houses, ranging from \$2.50 per day and \$10 to \$15 per week for regular boarders, according to the location of the room occupied. Mr. Callender, its favorite and popular host, is a native of Baltimore and a gentleman of high social and genial standing.

**George Norman**, Upholstering, 1912 Atlantic Avenue, between Ohio and Michigan Avenues.—Mr. Norman has been in Atlantic City two years and was born in England, coming to this country some years ago. He purchased this property (where he has a fine improving business), also, the lot adjoining, in which to increase his trade. He is doing upholstering in all its branches, as well as making new furniture, handsome parlor-suits, dining and bedroom furniture, fine hair-mattresses made to order, lambrequins and curtains made and hung, carpets made and laid, furniture repaired and made to look like new. Mr. N. attends in person to his business and his work is done under his own supervision. He employs the best workmen, pays good prices, uses first-class materials, guarantees his work and fulfills his orders with all possible dispatch. His worthy wife also assists him and keeps a delightful, home-like boarding-house on the same premises, for the accommodation of those desiring a pleasant, neat and cozy home for the season. We predict for this establishment a successful business career, as the knowledge of business enterprise displayed, and pushing ambition, all justify such conclusion.

**Stockton Hotel**, corner Atlantic and Maryland Avenues, next to United States Hotel: Wm. Lippincott, Proprietor.—The Stockton is one of the most centrally-located and one of the most popular houses on the island. For the past two years it has been under the management and proprietorship of Mr. Wm. Lippincott, a native of Woodbury County, who still remains to conduct its affairs. The Stockton Hotel is a large frame edifice of three stories, has ample accommodation for two hundred guests and fronts on



the two leading avenues of the city, 107 feet on one and 200 feet on the other, and is highly popular as a summer house with the elite of the best society, who come to visit the "city by the sea." The Stockton Hotel is fitted with all of the modern conveniences, is well and comfortably furnished and has been thoroughly overhauled and put in the most comfortable order for guests. Its rates have been fixed at popular prices, though it is first-class in every respect. \$3 per day for transient and from \$15 to \$20 per week for permanent guests.

**Linwood Cottage**, Mrs. R. A. Simpson, Proprietress, New York Avenue between Atlantic and Pacific Avenues.—This cottage is well known, and well kept by Mrs. Simpson who has been four years in the business, and is doing well. The cottage is patronized by a fine class of people who come from year to year, and needing more room, an addition has been added which will give more apartments. The cottage has now twenty-six good rooms, and covers 50x100 feet; it is near the depots, and open all the year. It spreads a good table, and possesses every comfort with home-like attention. Terms \$2.00 per day, \$12.00 to \$15.00 per week. Mrs. S. is the wife of Mr. Robert A. Simpson, a well-known gentleman of Philadelphia, at one time connected with Woods' Museum, at Ninth and Arch Streets; she is a lady of sterling worth and merit, and her spirit of progress, enterprise and activity, has made for the Linwood its exalted reputation. Ladies of this class will succeed where others fail.

**Mrs. J. C. White**, Dry Goods and Trimmings, 2011 Atlantic Avenue below Michigan.—Mrs. White is a native of New Jersey, and has been in business here fourteen years, previous to that time being located in Philadelphia on Lombard near Eleventh Street. The building is frame, 14x35 feet with good light and ventilation, and the location excellent for the sale of such variety as her stock consists of. Mrs. White has in stock a large assortment of articles needed for gents, as well as ladies; and carries a variety of dry goods as well as notions and fancy articles, trimmings, gentlemen's furnishing goods, and a fine assortment of bathing robes. Visitors coming to

the seaside are greatly relieved from the necessity of purchasing every article in the larger cities before leaving, as nearly all things needed for visitors can be purchased here at Philadelphia prices. Dressmaking is a specialty in which Mrs. White has made a great reputation as an artistic fitter. She is a lady of tact, ambition and progress, and this fact accounts for her success in life.

**Dr. L. Reed**, Fine Stationery, Books and Fancy Articles, opposite United States Hotel, Atlantic Avenue.—Dr. Reed for the best part of his life had been a leading practicing physician, and retired from his profession twelve years since. He is a native of Cumberland County and one of the most prominent gentlemen in this community. Nearly quarter of a century ago Dr. Reed established this branch of his industry, and since his retirement from the medical profession he has entirely devoted himself to it. The store is a frame building, 16x18 feet in extent and is suitably fitted and appointed for the trade. The stock carried bears an estimated value of \$1,000 and is composed of a fine assortment of the finest fancy stationery, books and fancy articles, gold pens and pencils, and sales are at the rate of \$3,000 per annum. He keeps an assortment of fishing tackle of every variety and grade, and sportsmen's goods generally. The publications known as "Seaside Library" and "Franklin Square" will always be found here, as well as the leading magazines.

**Constitution House**, Isaac C. Covert, Proprietor, Pacific Avenue below Arkansas.—This new house has been erected on the same site where the old Constitution House stood. The lot is 50x100 feet and the building makes a fine appearance, the rooms are large, high ceilings, well ventilated and handsomely furnished, can accommodate 140 people. Mr. Covert is well known here and at Cape May, as a man of experience in the hotel business, having kept the "Inlet House" and "Pavilion" at this place. He is social and affable to his guests and aims to please, in which he succeeds. We bespeak him a grand success. His terms are \$2 per day, \$12 to \$15 per week, and the house is open all the year. Mr. Covert is a man of enterprise, activity and push, and as such will march up the ladder of a successful business career. Atlantic City owes its prosperity to progressive spirit, determination and the unity of its business men.

**Southern House**, (formerly Ocean View), corner South Carolina and Pacific Avenues, Mrs. A. F. Bunn, Proprietress.—Two years ago this comfortable and desirably-located house was opened. It is fitted up and newly furnished, heated when necessary, lighted with gas and equipped with all the best modern improvements and home comforts. It is a fine, three-story frame building of twenty-five rooms, and has comfortable accommodation for fifty guests. It is fast gaining popularity from its many advantages as a comfortable home, and during the last year had its full share of patrons from New York and Philadelphia, etc. Moderate rates have been made, \$2.50 per day for transient and \$10.00 per week and upwards for regular boarders. Mrs. Bunn is from St. Louis, Mo., and a lady of active business qualifications. The house will be kept in first-class style, and the table will not be excelled. The details of management are such as to insure success and prestige for the Southern.

**Lansdale Cottage,** Mrs. Isabella Johnston, Proprietress, North Carolina Avenue, near Pacific.—Mrs. Johnston, who is well known to all Atlantic City visitors, was the sister of the late William Fulton, who built the Fulton House, of which she has been proprietress. She has taken this new and elegant house, and will keep it open all the year. It is magnificent in structure and location, having forty fine, large rooms, high ceilings, fine ventilation, splendidly furnished, heat and gas, grand ocean view, fine porches, and everything pertaining to comfort. Mrs. Johnston is experienced and knows what is needed to make her guests happy. Her table excels in all good things, and her attendants are of the best, who know their duties and fulfill them. The "Lansdale" is a valuable acquisition to Atlantic City, and Mrs. Johnston, by her experience, energy and business tact, will insure its absolute and permanent success. Her old friends who patronized at the Fulton House as well as the ones of more recent date will find the Lansdale first-class in all respects, equaled by few and excelled by none.

**Wm. Wright,** Druggist, Atlantic and Pennsylvania Avenues.—This enterprising gentleman is a native of New Jersey and has been in business here nine years. He has a fine store and dwelling, 20x42 feet, and doing a fine trade, having one of the most inviting stocks here. Ladies find a choice selection of fancy articles and fine toilet wares, so much needed at seaside resorts. Besides doing a thriving business at the above place, he has now opened a branch store on Atlantic above Indiana Avenue, where can also be had a general assortment in the above line. Physicians' prescriptions attended to with care and promptness. Wm. Wright is one of the active live men of the town and as such makes progress and headway in business life. At Atlantic City there is ample competition, activity and stir, and the faculties of Mr. Wright are therefore immediately applicable.

**Pacific House,** Pacific Avenue, rear of old Excursion House. Harry Phillips, James L. Murray, Proprietors.—This is a cozy and pleasant place of resort, where the best accommodations can be had at reasonable figures. The house has the distinctive and acceptable feature of giving free parlor concerts of a high order of artistic merit and the new concert room just erected will seat a large audience. The opening nights of June 17th and 18th, 1882, may be regarded as an index of the musical catering of these gentlemen. Such names as William Northcott, the cornet soloist, James Allsop, Harry Phillips, R. H. Gilmore, John Eccles, Walter Nugent and Ernest Schwelgen, violinist and pianist, foreshadow the class of entertainments. The house, in its accommodations, rates and conveniences, may be set down as all that could be desired. The gentlemen conducting it have enterprise and business vim, and Mr. Phillips is one of the finest comic singers extant. Mr. Phillips is also engaged as a photographer, he having four galleries on the beach.

**W. L. Blake,** Groceries and Provisions, corner Atlantic and Georgia Avenues.—Mr. Blake has been in the trade for over a period of five years and has within the past year founded his present enterprise. The store occupied is a frame building of three stories, 30x40 feet in extent, and located in a leading business section of the city. The stock carried is estimated at a value of \$1,000 and is composed of a fine line of

family fancy groceries, provisions and crockery, etc., and sales are at the rate of \$8,000 per annum. Mr. Blake is the owner of "Chappel Cottage" and during the summer months a select class of boarders is taken. He is a native of Atlantic County and as a trader and citizen is fast making his way among his competitors. He owns the property, also the Crawford House and his new private residence on Georgia Avenue. He is a man of energy, push and progress.

**John Phillips,** Dealer in Wines and Liquors, 1016 Atlantic Avenue.—Mr. Phillips has been two years established here in the wine and liquor trade, he having had considerable experience in the business in the city of Philadelphia, of which city he is a native. The store occupied is one of the best fitted and furnished in this line of goods, is a frame building, 25x40 feet in extent. The stock carried comprises a full line of wines, liquors, whiskies, brandies and cigars of the finest favorite brands, the estimated value of the goods being \$2,500; sales reach about \$5,500 per annum. Mr. Phillips is a popular citizen and his store is a leading one and has the reputation of keeping the very finest class of goods in the market.

**Central House,** Atlantic Avenue, Lawlor & Trilly, Proprietors.—This old and popular summer resort is one of the first established here, it having been in operation since 1855, now over a period of quarter of a century. It is a fine three-story frame building of fifty rooms, has ample accommodation for two hundred guests and is one of the best furnished and most comfortable homes on the island. Its chambers are all cheerful, airy and light. It has only been opened in the past during the summer season, but for the future it is intended to make it an all-year-house—so large is the influx of visitors to the city in the winter, and so frequent have been the demands for winter accommodation. The Central House has all modern improvements and fine reception parlors for its guests, and its menu is up to the best standard, while its rates are at a popular scale, the charges being at an average very moderate for the accommodations afforded—for daily transients, \$2.00, and for regular weekly boarders, \$12.00 to \$15.00, according to the location of the rooms. The proprietors, Mrs. Lawlor and her brother, Mr. Trilly, are live business folks, and to this fact is due the exalted reputation of the Central, which is now known all over the country. The house is in immediate proximity to the railroad depots, and has every requirement for the facility and solid comfort of its guests.

**Mrs. L. H. Weinberg,** Millinery, and Fancy Goods and Notions, Atlantic Avenue, opposite Surf House.—Four years ago this lady established one of the finest millinery and fancy goods stores in Atlantic City, and has now built up a large connection by her long practical experience at the business and keeping a very superior line of millinery and fancy goods. The store occupied is one of the best furnished and fitted in the trade, and is in a most desirable location on the leading avenue and 12x30 feet in extent. The stock carried consists of a fine line of fancy millinery, notions, and fancy articles for ladies, and is estimated at a value of \$2,000; sales are at the rate of \$2,500 per annum. Mrs. Weinberg is a Philadelphian by birth and is supplied with the very latest New York and Philadelphia styles of goods as soon as they appear in the market.

**Brunswick House,** John Macauley & Son, New York and Pacific Avenues.—This excellent house is well located, fitted up in superior style, and is second to none here, occupying a fine lot of ground, 100x150 feet. Being near the beach has made it a very desirable house and it will be kept open all the year round. It has forty chambers, all well furnished, excellent ventilation, which makes winter as well as summer occupancy so desirable; it is also convenient to the several depots. This is the first year for these gentlemen at this house; they formerly kept the Hammondsport Cottage on North Carolina Avenue, with great success; so much so, that they were compelled to seek larger quarters where they would be able to entertain new as well as old patrons. There is no bar attached to this house, but the table is unsurpassed and terms exceedingly moderate, viz.: \$1.50 per day and \$8 to \$15 per week. The Brunswick, which has always enjoyed a good reputation, will, under the proprietorship of the Messrs. Macauley, enjoy a still more exalted standing. They are gentlemen of enterprise, progress and activity, and it is men of this stamp who have made this place. The success of the Brunswick may be set down as a fixed fact.

**McAnally & Little,** Plumbers, Gas and Steam-Fitters, 1804 Atlantic Avenue.—These gentlemen are new to the business of Atlantic City, having only commenced operations May 1st, 1882. The firm is composed of Thomas McAnally, a native of Philadelphia, and A. R. Little, of Pottsville, both practical, thorough men, who will make friends and keep them. Mr. Little has had experience in different parts of the United States. Mr. McAnally was of Davis & McAnally, Philadelphia. The firm will prove a valuable acquisition to Atlantic City, as first-class workmen in their line are an absolute blessing at seaside resorts. They can do anything in the line of plumbing, gas and steam-fitting. They will also deal in lead, iron and terra-cotta pipes, pumps, sinks and all kinds of gas fixtures. Orders addressed to Post Office Box 34, will receive prompt attention and the work will be done satisfactorily and accurately. The members of this firm are live men, and as such, they will not be excelled. They go into the business to make a name and make money, and they will accomplish both by giving the public that absolute satisfaction which is their determination and purpose.

**John P. Giberson,** Groceries, Atlantic and Mississippi Avenues.—This gentleman is a native of New Jersey and a carpenter by trade. He opened his store in April, 1882, and has an elegant stock of fresh and inviting merchandise. The store is 18x25, well located, and rapidly growing in public favor. The building is 18x46 feet, and was built by Mr. Giberson for his uncle, Mr. J. H. Mason, its owner. He has also built other fine properties here, among them being the Wenonah and Leala cottages. He will still carry on the building business, in proper season, in connection with his store, which will be kept permanently open.

**Gardner & Shinn,** Real Estate and Insurance, old Post Office Building, 1018 Atlantic Avenue.—This firm takes the lead in this important line of business, and, in an eminent degree, possesses the confidence, respect and esteem of the community. They have experience, tact and judgment, and owners of property find it to their advantage to bring their ser-

vices into requisition. Real estate is bought, sold or exchanged, collecting attended to, and all matters appertaining to insurance receive scrupulous attention. First-class companies only are dealt with, and the details receive experienced care and watchfulness. Both gentlemen have been here for a number of years. Mr. Gardner was Mayor of the city for six years, and for five years was the Senator from Atlantic County, in the Legislature of the State. Such facts are an index to the good standing and commercial worth of the house. The location of their office is unsurpassed and the business was originally founded in 1869. The present firm was formed May, 1882, and we predict for it a deservedly successful business career.

**Delp & Groff,** Wholesale and Retail Dealers in Choice Bakers' and Family Flour, Hay, Straw, etc., Atlantic Avenue, under Bartlett Hall (main store, Southwest corner Fourth and Columbia Avenue, Philadelphia).—This firm, four years ago opened a branch of their main Philadelphia house in Atlantic City and have laid in a superior class of goods, to meet the demand at all seasons, and have succeeded in building up a liberal trade. The store occupied is 15x180 feet in extent and is well fitted up and located in the best business part of the city. The stock carried is estimated at \$5,000 and is composed of a choice assortment of bakers' and family flour, corn, oats and bran, middlings, hay and straw. Sales are at the rate of \$12,000 per annum, the trade done being local. The firm members are Allen Delp and Louis Groff, both natives of Quakertown, Pa., and thorough business men and first-class judges of the goods dealt in.

**Dr. Marcus Schoales,** Druggist and Pharmacist, corner of Atlantic and Ohio Avenues.—Within the past year, this gentleman, who is a physician and practical pharmacist, and a native of the City of Philadelphia, founded one of the best drug stores of the city. The building occupied is a frame of two stories high and is thoroughly equipped and furnished for the trade. The stock carried comprises a fine selected assortment of the best drugs and medicines, patent medicines, and fine, fancy toilet articles, in the sales of which a large trade is annually carried on. Prescriptions form a specialty, Mr. Schoales being a professed pharmacist and chemist. Dr. Schoales is the son of the late celebrated Dr. Marcus Schoales, of Philadelphia, and is a worthy son of a worthy sire.

**"Pocono,"** Southeast corner of Pacific and Keutucky Avenues, Mardon Wilson, Proprietor.—"Pocono" is a fine frame edifice of four stories high and has fifty rooms and ample accommodations for 100 guests. It has been five years established and is now one of the leading and prominent private family homes for guests visiting Atlantic City. It is well warmed in winter and has gas and stoves and all its rooms are nicely and comfortably furnished and an excellent table is kept. "Pocono" was formerly known as the Westminster, the name being changed three years ago. It is now solely under the proprietorship of Mr. Mardon Wilson, a native of Philadelphia, who is fast growing into popular favor from his genial and gentlemanly manners as a host. Moderate rates are established for its real and homelike comforts, the charges being \$2 per day for transients and \$12 to \$14 for permanent guests.



**Charles A. Idler**, Plumber and Gas-Fitter, etc., corner Atlantic and Tennessee Avenues.—Mr. Idler, who has had twenty years' experience in his business in Philadelphia, of which city he is a native, founded his present enterprise two years ago, and in this short space of time has taken a prominent lead in his new line of the trade of Atlantic City. The store occupied is a neat frame building, 18x150 feet in extent and is well located on the leading business avenue. The stock carried is valued at \$1,500 and is composed of a superior line of artistic wall paper, store and house shades, plumbing and gas-fitters' materials, and sales are estimated at the rate of \$5,000 per annum. Designs are furnished and all work is executed in the best manner and is guaranteed, and estimates are given of all work desired. Mr. Idler has executed considerable work on most of the leading summer and winter resorts of the city, where the style and character of the work done bears its own stamp of finish, and prices are at the most reasonable rates. He was formerly at 50 North Twelfth Street, Philadelphia, and has a record in this line simply unexcelled. He is in one word a live man, and that explains all. His brother, E. Idler, attends to the paper hanging interest.

**A. F. W. Lehman**, Furniture and Upholstery, 923 Atlantic Avenue, above Virginia.—Two years ago Mr. Lehman came to Atlantic City, having left Cape May where he was in business, and started the same here. His store is a frame building, 20x60 feet and on the Main Street. He has a fine assortment of furniture and his upholstery is of the first order. His specialties are mattresses, bolsters and pillows; carpets made and put down; curtains made and hung; lambrequins cut and made to order, and window curtains. Old furniture repaired, and everything pertaining to the trade attended to with neatness and dispatch. Mr. Lehman is in one word a live man, and as such does not mean to be surpassed in his business.

**George F. Currie**, Stoves, Hardware, White Lead, Paints and Oils; Plumbing and Roofing, Atlantic Avenue.—Thirteen years ago, this gentleman laid the foundation of one of the most extensive and successful houses engaged in his line of the industries of Atlantic City, and has won his way to the very foremost ranks in his trade. The store building is a two-story frame, 40x80 feet in extent, and fitted up and well equipped for the trade and centrally located. The stock carried is an extensive one and is composed of tinware, stoves, sheet-iron hardware, white lead, paints and oils, and a variety of others in the house-furnishing and hardware line. Eight hands are regularly employed in all the departments of the house. A specialty is made in plumbing and roofing and all classes of tin and iron-work.

**Mentone Cottage**, Mrs. M. E. Compton, Proprietress, South Carolina Avenue between Pacific and Ocean Avenue.—This new and elegant house is called "Mentone" after the celebrated Mentone, the great watering-place in South France. Mrs. Compton is well known to Atlantic City visitors, having kept the Leedom Cottage near the Excursion House. Her guests being of the first-class, wished that she might procure a larger house in a more central location, which she has done and now has one of the finest cottages here. It has elegant rooms handsomely furnished, elegant parlor and reception-rooms, fine cool dining-room, and her kitchen is a model of

comfort. The lot on which this cottage stands is 50x100 feet, affording room for every comfort. It will be kept open during the year, and has all the conveniences, gas and heat in each room. Mrs. Compton is experienced and knows how to cater to her guests, and her table is superior, and her prices low, only \$2.00 per day, and per week \$10.00 up, according to rooms, all looking to the ocean and not five minutes' walk from the beach. Mrs. Compton is a lady evidently adapted for the business, having energy, enterprise and push.

**"The Arlington,"** Michigan Avenue, below Pacific, James Stokes, Owner and Proprietor.—This is one of the most cozy and delightful cottage boarding-houses at Atlantic City. Its location is close to the sea, contiguous to the hotels "Shelbourne" and "Dennis," elsewhere referred to. The property is 42x62, three stories high, and has thirty rooms. The transient rates are \$2.00 per day and \$10.00 to \$14.00 per week, according to room. Mr. Stokes formerly kept the "Monroe Cottage," and has been bred to journalistic and business life in Philadelphia, of which he is a native. He was for fourteen years connected with the *Public Ledger*, and subsequently with the *Evening Telegraph*. He was for many years engaged with Wanamaker's mammoth clothing house, and these very facts are an index of his superior business capacity. "The Arlington" is a model of comfort in all its details, Mr. Stokes assisted by his worthy wife, giving personal attention to every essential of comfort. Mr. Stokes owns the property, which is a valuable one. No more comfortable cottage boarding-house can be found than the "Arlington."

**Israel G. Adams**, Real Estate and Insurance Agent, Atlantic Avenue, below Michigan.—It is only within the past year that Mr. Adams established the real estate and insurance business here, and in a short space of time he has made considerable progress in his enterprise. He is a native of Atlantic County and transacts every class of business in the line of real estate, in the buying and selling of property, letting houses and cottages, and collection of rents. He takes full charge of trust estates, makes conveyances, makes out leases and is a Commissioner of Deeds. In the insurance department of his business he represents the Union Insurance Company of Philadelphia, the Trade of Camden, and takes risks for other companies as an insurance broker.

**Willard Wright, M. D.**, Druggist and Pharmacist, corner Atlantic and Virginia Avenues.—Dr. Wright has been for the past twenty-five years a regular practicing physician and for ten years established in his present enterprise as a druggist and pharmacist. He is a graduate of the University of Pennsylvania and a native of the State of New York, and so large has his business grown that he has had to build a mammoth new store. It is erected southwest corner of Atlantic and Virginia Avenues. The whole lot is 66x150 feet, and the new building is 31 feet on Atlantic and on Virginia Avenue 75 feet. The new store will be another attraction to the business of Atlantic City and Dr. Wright will also have his residence in the new property. The stock carried comprises a full line of drugs and medicines of the finest quality, perfumery, patent medicines and fancy toilet articles. Prescriptions form a leading specialty and none but the best medicines are used.

**The Fortescue House**, Arkansas Avenue and the Beach, Mrs. J. Fortescue, Proprietress.—This is one of the most delightfully located houses of Atlantic City. Mrs. Fortescue is the owner and has for five years successfully conducted it. There is a magnificent ocean view, a large garden elegantly laid out and wide porches all around the building. There is a large restaurant on the front of the lot, facing the ocean, an important attraction for visitors. The Fortescue has about forty rooms, elegantly furnished, and the dining rooms, reception rooms, etc., are spacious and pleasant. The guests will be enlivened by the strains of Prof. Carl's orchestra and the house is in every sense attractive. The Avenue is one rapidly improving and new winter cottages are being erected by Mrs. Fortescue opposite the main building. The lady is a live, business woman, full of enterprise, push and business vim.

**Mechanics' Hotel**, Pacific Avenue, opposite Narrow Gauge Excursion House, English & Sasse, Proprietors.—This house, though not one of the largest, is one of the most inviting of its class in Atlantic City. It has choice rooms, neatly furnished, and in every sense comfortable and desirable, on reasonable terms. The firm is composed of Mr. Matt. English and Charles H. Sasse, both men of extended business experience, which will prove valuable. Mr. Sasse will attend to the details of the boarding-house department, and Mr. English (who is also proprietor of the Wire Bridge Hotel, Philadelphia) will have the management of the bar. Both gentlemen are live business men, full of enterprise and business vim. The table will be supplied with an abundance of good substantial food, and we predict for them a season of success. The house is in a growing and prosperous part of the town, and they will do a deservedly large business.

**M. Powdermaker**, Grocery, Wines, Liquors, Alderney Butter and Provisions, Paints, Oils, etc., Atlantic Avenue.—Mr. Powdermaker has been for the past ten years a prominent merchant of Atlantic City. The main store, on Atlantic Avenue, above Delaware, is a fine frame building of two stories high, 20x70 feet in extent, and is one of the best of its class in its fittings and equipments. The stock carried bears a representative value of \$12,000, and is composed of a fine line of choice fancy family groceries and provisions, paints, oils, and general stock. Sales are at the rate of \$45,000, the trade done being chiefly local. Mr. Powdermaker is a native of Poland, and has been for the past twenty years in America. The aid of eight experienced clerks is required to execute the orders of customers and wait on patrons. There is a branch store on Atlantic Avenue, above Michigan, three stories high, 20x55 feet in size, and superintended by Benjamin Powdermaker, son of the proprietor.

**J. J. Shinnen**, Fine Boots and Shoes, 813 and 1623 Atlantic Avenue.—These establishments, founded by Mr. Shinnen, are the leading shoe stores of Atlantic City, and are first-class houses in every respect. In 1861 Mr. Shinnen founded the business and fitted up the stores second to none of their class in the county. The store opposite the United States Hotel is a fine frame building 20x40 feet in extent, and is superiorly fitted and equipped. The stock carried represents a value of \$5,000, and is composed of a fine assortment of the best quality of boots and shoes, and sales are at

the rate of \$10,000 per annum. Custom-made goods forms a leading specialty, and all work is guaranteed the very best in quality. Mr. Shinnen is a native of Germany and emigrated to America twenty-five years ago, and has spent nearly all the time since his arrival in Atlantic City.

**J. H. Mason**, Dry Goods, Groceries, Coal, Wood, Hay and Straw, corner Atlantic and Michigan Avenues.—Eleven years ago Mr. Mason laid the foundation of his present enterprise and has now one of the finest stores and the largest trade in his branch of the industry. The store building is a two-story frame structure, 25x50 feet in extent, and is located in the leading business section of the avenue. The stock carried is a full and complete line of family groceries, teas, coffees, spices and canned goods, dry goods, eggs, and butter, also coal, wood, hay and straw, in all of which a large trade is done. Mr. Mason is a thorough business man and a native of Atlantic County, freeholder of the city, has been a member of the City Council and as a merchant and a citizen holds a high social rank.

**F. A. Crouch & Son**, Furnishing Undertakers, corner Atlantic and Indiana Avenues.—It is now a period of over forty-five years since this house was founded, and under the present proprietors during the last four years, who are now the oldest representatives in their line of industries in this city. The store occupied is a frame building of two stories high, 12x128 feet in extent, and one of the neatest fitted and equipped of its class. The stock carried bears a representative value of \$1,000, and is composed of a full line of undertakers' goods and all goods for upholstering work. Sales are at the rate of \$4,500 per annum and constant employment is given to three experienced hands in the different departments of the house. The firm is composed of F. A. Crouch, a native of Maryland, and his son William A., a native of the city of Philadelphia, gentlemen highly esteemed by all their fellow-citizens.

**H. Rosenblatt & Co.**, 911 Atlantic Avenue, opposite Stockton Hotel.—H. Rosenblatt & Co. have but recently opened this new store, and will keep an extensive and well-selected stock of superior clothing and gents' furnishing goods; also, hats and caps. They have a fine store, dimensions 18x40 feet, in which to show their goods. Mr. Rosenblatt is from Germany and has been in business in Virginia, the firm having a branch store in Chincoteague. They are new here, but seem to be men of activity, energy and push. They have a lively competition to pull against, but are in no wise appalled by the fact. The firm is composed of H. Rosenblatt and S. Schotten, both gentlemen of experience, tact and judgment.

**Mrs. S. V. Wheatley**, Fancy Store, Atlantic Avenue (next door below Hotz Market), below Delaware Avenue.—Mrs. Wheatley, formerly of 263 South Eighth Street, Philadelphia, has been located four years on Atlantic Avenue. She has a good business and a fine store, where every fancy article can be found. A handsome assortment for presents; also, a good stock of children's ready-made clothing to suit all ages. She also carries on dressmaking extensively and has the reputation of being the best fitter in this part of the State. Her worldly resources are small, but her ambition is great, and her motto, progress and business advancement.

**The Manhattan House,** C. P. Meloney, South Carolina Avenue, near the Beach.—Mr. Meloney, the proprietor of this house, is a well-known lime dealer at 2030 Market Street, Philadelphia, and has erected this house on one of the most desirable sites in this place, almost on the water-edge. The lot is 100x150 feet, and the magnificent structure is one of the most attractively-constructed; three stories in height, of spacious dimensions, and the only house here that is rough-cast on the outside. It has thirty-four chambers, all handsomely papered and furnished with elegant furniture, hair mattresses, springs, heat, and every convenience, there being also a delightful view of old ocean. Mrs. Meloney attends to every detail in which she is proverbially successful; such attention to guests as the proprietor of this house gives, will insure success. Table is unsurpassed and terms low. Mr. Meloney is a man of activity, push and enterprise, and it is persons of his stamp who have made Atlantic City what it is.

**Conestoga Cottage,** Mrs. Ella Fox, Proprietress, corner Pacific Avenue and Virginia.—This is a handsome and stylish cottage, elegantly finished, the premises being surrounded by spacious, airy grounds, with delightful ocean view. The rooms are spacious and handsomely furnished, with excellent ventilation. It is a very desirable home for families with children, as the beautiful grounds attached afford good play-grounds for them and makes it very desirable. Mrs. Fox can accommodate about thirty to forty guests, has a fine, large dining-room and will also take table-boarders, which makes it very convenient to those who occupy cottages and do not care to have the care of preparing their own meals. Mrs. Fox is from Lancaster, Pa., where her husband, Mr. Samuel Fox, is engaged in business. This is the first year for this lady, and no doubt her cottage will be well filled with friends from Lancaster. Terms are very low, table-board being \$1.50 per day, regular board, \$8.00 to \$10.00 per week. The experience of Mrs. Fox as a housekeeper will make the Conestoga excel as a comfortable home. We predict for it a season of deserved success.

**Delaware House,** Wm. H. Carroll, Proprietor, Pacific Avenue above Georgia.—This neat and popular house has been purchased by Mr. Wm. H. Carroll and opened on March 29th, 1882. The proprietor is from Wilmington, Del., where he done business for nine years and now intends to locate here, keeping his house open all the year. He has greatly enlarged the dining-room, making it twenty feet square, in which he will serve up in style a grand dinner for fifty cents, also furnish good board at reasonable prices. The bar will be furnished with choice fine liquors and the best of wines. The house and bar will be kept in the best possible manner by careful and good attendants. The neighborhood is a growing one and is desirable in every respect. Mr. Carroll does not intend to allow himself to be excelled in this business and we predict for him a good business success. He is a man of enterprise, activity and push and comes here from the Diamond State with a good record.

**M. E. Orem,** Variety and Notions (The Original Five-cent Store), 927 Atlantic Avenue.—Mr. Orem is the founder of the leading and most prominent store of his line of industry, and is the only one at present engaged exclusively in this branch in Atlantic City. He is a native of the city of Philadelphia and is a gentleman of long experience in the trade. The

store building is of frame, three stories high, 30x80 feet in extent, and is centrally located. The stock carried bears a representative value of \$2,000 and comprises an endless list of variety goods, including notions, toys, and such as are generally found in the catalogue of a fancy bazaar. The united aid of three experienced sales clerks is engaged in waiting on patrons and a brisk trade is done during the summer months.

**Frambes Brothers,** Wood Yard and Kindling Wood Factory, Missouri Avenue, below Arctic Avenue.—These thorough active young business gentlemen have just within the past year opened their new enterprise, which is the first and only one of its branch of trade in Atlantic City, and is destined, at the rapid progress now being made, to occupy a prominent rank in the business enterprises of this section of New Jersey. The mill is of frame, and is 18x42 feet in extent, and is fitted with the best modern machinery for the trade, and has a steam engine of six-horse power. The stock carried is estimated at \$1,500, and is composed of kindling wood for family use, and large sales are being made. The members of the firm are H. S. and S. S. Frambes, and are natives of Atlantic County. Mr. S. S. Frambes has been connected for years with the firm of Robinson & Co., in whose house he held a prominent position as bookkeeper. Mr. H. S. Frambes is also of the firm of Price & Frambes, well-known dealers in milk. Both gentlemen are energetic, thorough and enterprising.

**Sherman House,** corner Atlantic and New York Avenues, George Kelly, Proprietor.—Over a quarter of a century ago, Mr. Kelly founded this old and popular house, which is too well established as a favorite with visitors to Atlantic City to need praise. It is a fine three-story frame edifice with a frontage of 150 feet on Atlantic and New York Avenues. It is well furnished with all modern comforts and has always its full complement of guests, having accommodations for sixty at a time. A superior bar and billiard-parlor is attached and choice brands of liquors and cigars are kept. Moderate rates have been established and an excellent table is kept, Mr. Kelly being a first-class caterer and popular host. He is a native of Ireland, and has been in the United States nearly half a century. He has made the Sherman House a famous name as a general home, and it is because that with the assistance of his worthy wife, all details of business are personally looked after. It is men of the enterprising spirit of George Kelly who have done much to contribute to the growth and advancement of the place.

**S. E. Turner,** Dry Goods and Groceries, corner of Atlantic and Indiana Avenues.—Ten years ago Messrs. Turner & Co. laid the foundation of their present large trade, and has now won their way to the most prominent ranks as representatives in their line of the industries of Atlantic City. The building occupied and owned is a fine three-story frame structure 22x40 feet in extent, and is fitted and equipped as a first-class grocery house. The stock carried bears a representative value of \$3,000, and is composed of a superior line of dry goods and fine fancy family groceries, and sales are at the rate of \$15,000 per annum, the trade done being local. All orders left with the firm are carefully executed and goods delivered free of charge.

**Chalfonte House,** S. K. Marshall & Co., Proprietors, ocean end of North Carolina Avenue.—This elegant house is so situated that it only needs to be seen to know that it is first-class in every respect. First, the location is right on the beach; then the house is well constructed; a grand view from all the windows on the ocean; fine rooms, nicely furnished with every comfort. Mr. Marshall is from Germantown, Pa., and his experience in the business here during the last four years is well known. He knows how to keep a house at the seaside—how to appease the great appetite that the sea air gives to the visitors coming here from the hot cities. The house will accommodate about 175 people comfortably, and is only open during the summer season. It is a fine family house, being very convenient to the beach. The property is owned by Mr. Elisha Roberts, who belongs to Atlantic City, and is a member of the firm. There is no bar, and there is always exemption from annoyances at times emanating from such. The firm are gentlemen of progress, ambition and push, and to this fact and the unsurpassed location of the house is to be attributed its success.

**Germantown Cottage,** Mrs. J. W. Donnelly, Proprietress, corner Tennessee and Pacific Avenues.—Of all delightful cottages, there is none to excel this elegant and commodious house, which has three fronts; one on Pacific Avenue, one on Tennessee, and the ocean front, all commanding a splendid view. The lot is 50x145 feet in dimension. The rooms are spacious, high ceilings, handsomely furnished and every accommodation necessary to give comfort to guests. Mrs. Donnelly has taken this place, which she owns, and will make it first-class in every way. The location so perfectly grand and being near the beach, will make it one of the most desirable houses here. It has twenty-five rooms and can accommodate fifty persons. The table is furnished with the best that the market can afford and terms reasonable. The Germantown Cottage here takes rank as No. 1. The fact of Mrs. Donnelly having now again become its proprietress will assure the most absolute satisfaction. She is a lady of great experience, full of enterprise, activity and push.

**"The Great Museum,"** William H. Chadwick, Proprietor, corner Atlantic and Ohio Avenues.—Three years ago Mr. Chadwick (who is a native of England and emigrated to the United States in 1848), founded this institution, which contains a vast number of the most remarkable specimens of rare curiosities and objects of interest, amounting close to 25,000, gathered during the past thirty years of his life and now brought into one united collection, and thrown open to the visitors to Atlantic City at a moderate charge for admission. The museum is a large frame building of two and three stories high, 56x110 feet in extent and is lined with handsome glass cases and show-cases for exhibiting the wonders and natural curiosities collected. The exhibition is the only one of the kind in Atlantic City and has thousands of specimens of the rarest of the animal kingdom, together with a magnificent gathering of life-size wax figures of the great kings and rulers of nations, etc. The wonders of nature, comprising many marvelous monstrosities, are placed on view and ranged along the tables and stands of the great museum. In the bird and feather species some of the rarest and most beautiful plumages will be found, and also wonders of the earth, the sea and air, unrivaled in any similar collection, and no visitor

to the city should fail to see it. Among the immense number of wax figures will be found the Last Supper, with our Saviour and His twelve apostles; General Washington; Dr. Livingston, the great explorer of Africa; Gladstone, the Prime Minister of England; Dickens, etc. Mr. Chadwick has got out a neat, free catalogue of this marvelous collection, and all are numbered in the lists, which the visitors will find of great assistance in examining the collections.

**G. A. Rumpff,** Saddler and Harness Maker, Atlantic Avenue, between Indiana and Ohio.—Three years ago Mr. Rumpff, who is a native of the city of Philadelphia, established himself here, and has made rapid progress in his enterprise, he being a thorough, practical tradesman and a first-class harness manufacturer. The store occupied is a frame building of three stories high, 25x40 feet in extent, and is well fitted with the best appliances for the trade. The stock carried is valued at \$800, and consists of heavy and light harness, leather bags, etc., and sales are estimated at the rate of \$1,200 per annum. During the winter months a large trade is done in the manufacture of leather satchels and bags for Philadelphia houses.

**Mrs. N. W. Kelley,** Dry Goods, Trimmings, Ready-made Clothing, Dressmaking a Specialty, 1822 Atlantic Avenue, below Indiana Avenue.—Mrs. Kelley has been two years established here and in this short space of time she has gained a firm footing and secured a desirable custom trade. The store occupied is one of the neatest of its class and is located on the leading business thoroughfare of the city. It is well fitted up and furnished for the trade and is a frame building of three stories high, 15x25 feet in extent. The stock carried comprises a well-selected assortment of dry goods, trimmings and a full line of ready-made clothing. Dressmaking is a specialty in the business.

**Jacob Bacharach,** Clothing and Gentlemen's Furnishing Goods, 931 Atlantic Avenue.—Mr. Bacharach is a native of Germany, emigrated to America in 1852 and ten years ago founded his present industry and now takes a prominent rank in his line of the trade of Atlantic City. His store is a neat two-story frame, 18x32 feet in extent, and is one of the best appointed and fitted for the display of goods. The stock carried is valued at \$8,000 and is composed of a fine line of clothing and gentlemen's furnishing goods, etc., sales reaching \$24,000 per annum. Mr. Bacharach is one of the most respected merchants and in social and commercial circles is highly esteemed as a citizen.

**Rosedale Cottage,** Mrs. C. Frambes, Virginia Avenue, second door east Atlantic Avenue.—This pretty cottage is situated on Virginia Avenue, leading to the Beach, and its surroundings are of the most pleasant for comfort and home-like feeling. Mrs. Frambes, who formerly kept the "Frambes Cottage," but not having sufficient room for her increasing trade, has removed to the Rosedale Cottage, where she will remain all the year round. The rooms are large, well-furnished, and in every respect comfortable, having every convenience. Mrs. Frambes' daughter will assist her. Terms \$1.50 per day, and from \$8 up. There can be no doubt of the success of this cottage, for its worthy host is a lady of much enterprise, activity and business push.

**Iuka House,** Miss K. R. Miller, Proprietress, South Carolina Avenue below Pacific.—This new and commodious house has been opened since May, 1882, is entirely new and has twenty-two rooms, all large, handsome new furniture, new bedding, etc. It has full view of the ocean and is convenient to the depots. Miss Miller is from Philadelphia, a lady well calculated to make her cottage a home in every sense of the word and what is more desirable at the seaside? Miss Miller will doubtless have a prosperous season and a much larger house in the future. She provides an elegant table with liberal terms to families and others. Miss Miller formerly had the Otto Cottage, but her spirit of enterprise and activity made it necessary for her to get a larger house.

**F. S. Hoeflick,** Gentlemen's Furnishing Goods, opposite the City Hall.—There can be no more desirable or necessary establishment in a large and populous city composed of tourists, pleasure and health-seekers, such as Atlantic City is in its summer season by visitors from all sections of the continent, than a gentlemen's first-class furnishing house such as has been founded by Mr. Hoeflick, a native of the city of Philadelphia, at the above location, which he has fitted up and stocked with a great variety of first-class goods. The store occupied is one of the best located for the trade, being most central and is a frame building 14x26 feet in extent. The stock carried is a full and complete one and comprises a superior class of gentlemen's furnishing goods, such as shirts of the finest make and finish, undershirts for all seasons, cuffs, collars and ties in great variety, all of which will be found equal to the best and at low prices. He will now be permanently located here, and give his entire attention to this business.

**Bartlett Hall Bakery,** P. B. Heusted, Proprietor, 1123 Atlantic Avenue.—The great increase of all classes of trade and business that takes place in the summer months of the year has led to Mr. Heusted opening up his present bakery within the past six months and has fitted it out and furnished it in a very superior style for the trade. The building is a large frame store, 20x70 feet in extent. Bread, pies, plain, fine and fancy cakes are kept on hand at all times to supply the demands of patrons, and special rates are made with hotels and boarding-houses and already a large trade is established. Fourteen hands are generally employed in the summer months. Mr. Heusted is a native of Fairfield County, Connecticut, and is a thorough, practical and experienced cake, pie and fancy baker and well and popularly known as a stirring business man.

**Wm. Stalger,** Vienna and Domestic Bread, Pie and Cake Bakery and Ice Cream Saloon, Atlantic Avenue, opposite United States Hotel.—Mr. Stalger has added another industry to the new list of those established in Atlantic City in the last year and has opened one of the best bread, pie and cake bakeries in his new enterprise. The store occupied is a neat frame building of 18x35 feet in extent and well located for the business. The stock carried is necessarily limited to the supply of immediate demand and comprises an assortment of fresh Vienna fancy breads, pies and cakes of great variety with ice cream in season. Mr. Stalger is a German by birth and emigrated to America twenty years ago and has devoted himself to his trade ever since.

**Nassano & Galupo,** Dealers in Fruits and Confections, 1120-8 Atlantic Avenue.—Thirteen years ago, Messrs. Nassano & Galupo, who are Italians by birth, established the leading fruit and confectionery house of Atlantic City. The store occupied is a newly built and well fitted up one, and is without a rival here, with dimensions of 18x30 feet. The stock carried is a full and complete one of fruits of all kinds in season, and a varied assortment of the finest confectionery of the best manufacture and sales are large. The members of the firm are D. Nassano and Joseph Galupo, who, though natives of Italy, have, from long years' residence in America, become thoroughly experienced with American customs and manners, and are intelligent gentlemen and good citizens. As an evidence of their enterprise and push, they have built the elegant new stand corner of Atlantic and Pennsylvania Avenues.

**V. C. Brueckmann,** Practical Watchmaker and Optician, Ashland House Row near Pennsylvania Avenue.—Five years ago Mr. Brueckmann founded the leading watch making, jewelry and optician industry of Atlantic City and is the only one engaged in the business of an optician here and makes it a specialty. The store occupied is a three-story frame 10x30 feet in extent, and is nicely fitted and equipped for the trade with glass show cases and cabinets for the display of goods. The stock carried is estimated at \$2,000 and is composed of a fine line of fancy jewelry, watches, clocks and optician's goods. Sales are at the rate of \$3,500 per annum, the trade done being local, and two experienced hands find constant employment at the business. Mr. Brueckmann is a native of Germany and has been twelve years in the United States.

**Job G. Lee,** Wholesale and Retail Dealer in Cigars, Tobacco and Stationery, 1020 Atlantic Avenue.—In 1876 Mr. Lee established his enterprise here, and in this short space of time since his inception he has formed a large connection and made considerable progress in his business. The store building is a frame structure of 12x40 feet in extent, and is well fitted up and located for the business. The stock carried is estimated at a value of \$4,500, and is composed of a fine line of favorite brands of cigars and stationery, etc., with sales at the rate of \$10,000 per annum. Mr. Lee is a native of Atlantic County, and is fast advancing to the front ranks of the representative business men of Atlantic City. He has two wagons to facilitate his business, which is growing and encouragingly prosperous.

**Glenville Cottage,** South Carolina Avenue, below Pacific; Hopkins & Mason, Proprietors.—This is one of the most cozy and delightful cottages here. It is not one of the largest, but one of the most inviting. It is close to the ocean, and on one of the most improving avenues of the town. This is the first season for the present proprietors, and they will put their best foot foremost. They are experienced, progressive and thorough, and will make an exalted reputation. The house is neatly furnished, the table will be well served, and the rooms kept as "nice as a new pin." The terms will be quite reasonable, and to those desiring the comforts of a real cozy home at a comparatively small expense it is doubtful if there can be found a more inviting spot than the Glenville.

**The Stafford**, Pacific Avenue above New Jersey, Mrs. Jane Thompson, Proprietress.—This is one of the most delightfully located cottages here and has made for itself an exalted reputation from the care with which its details are directed by Mrs. Thompson. The premises consist of double cottages, neat and novel in design, and having twenty-three rooms for guests. The table will be unsurpassed and the comforts of a genuine home can be had on reasonable terms, viz.: \$12.50 to \$18 per week for permanent guests and \$2.50 per day for transient. Mrs. Thompson will be assisted by her daughter and the Stafford will be simply first-class in every respect.

**Keystone Bakery**, Fine Bread, Cakes, Pies, Crackers and Pretzels, Mrs. Mary Conaway, Proprietress, Atlantic Avenue between Illinois and Indiana Avenues, below Surf House.—Ten years ago was laid the foundation of this enterprise and now it is one of the representative bread and fancy cake bakeries of Atlantic City. The store building is a two-story frame structure, 12x18 feet in extent, is nicely fitted and equipped as a first-class bakery. The stock is limited to the supply of immediate demand and is daily replaced by fresh goods and sales are extensive, the trade done being local. Fine bread, cakes, pies, crackers and pretzels are furnished in unsurpassed excellence and the Keystone Bakery stands in the front rank of its line here. Mrs. Conaway engages the very best workmen, who are supplied with the best material. It is this fact which gives the bakery its prestige, eminence and success. The details of business are managed by her son, Harry C. Conaway. The bakery was established by William Conaway, Sr., deceased, and since his death Mrs. Conaway has conducted the business.

**W. S. Hewitt**, Steam Saw-Mill, Lumber and Scroll Work Sawing, Atlantic Avenue below Mississippi.—Mr. Hewitt's is among the new business enterprises that have been added to the trade of Atlantic City during the past year. Being a young, energetic business man, he is fast working his way to a prominent rank in the progress of this branch of enterprise, notwithstanding the superior advantages of years and large capital of his competitors in his line of trade. The mill building is 20x32 feet in extent and is of frame and one story high. The stock carried is estimated at \$1,000, and the trade done is local—facing, lumber and scroll sawing is done, and all kinds of dressed lumber is kept for the building trade. Mr. Hewitt is a native of Atlantic County and has fitted up his mill with the best machinery, which is worked by steam-power, the engine being seven-horse power. Owing to increase of trade Mr. Hewitt contemplates now extending his facilities.

**Mullarkey's House**, corner Illinois and Arctic Avenues, P. J. Mullarkey, Proprietor.—Five years ago this house was founded by its enterprising owner, Mr. Mullarkey, who is a native of Ireland, and who emigrated to America in 1853. Since its first opening as "Mullarkey Cottage" it has been obliged to be considerably enlarged to accommodate the demands on its resources. It is a handsome frame edifice of the Elizabethan Gothic architecture and has accommodation for sixty guests. It is three stories high and fully furnished in a style of superior comfort as a charming and comfortable home and liberally patronized by some of the best families from Pennsylvania and New York. Its rates are moderate for its solid and

homelike comforts, being at the rate of \$10.00 per week. A fine bar has been added to the house and a choice stock of wines, liquors and cigars of the finest quality put in at a representative value of \$3,500. The location of the house is not surpassed and a charming view is had from all its windows.

**T. C. Garrett**, Real Estate and Insurance Agent and Conveyancer, City Hall Building.—Mr. Garrett is one of the oldest residents in Atlantic City, being over twenty years in the town and was the builder of Congress Hall and managed it for seven years, up to 1861. He has been for the past ten years engaged in the real estate and insurance business and is now one of the most prominent representatives in this branch of the industries of Atlantic City, having a vast number of houses and real estate trust property on his books for general management. He transacts every branch of real estate business and has cottages, hotels, boarding-houses and buildings for sale and to rent. Lots are bought and sold, and conveying done at the shortest notice. Association and other mortgages written and searches made. Insurance risks are made in the best and most reliable companies, and taxes and rents collected and prompt returns made.

**Albrecht's Hotel**, 1712 Atlantic Avenue.—This house has been established since the past two years, and has become a very popular summer resort. It is a large frame edifice, and occupies a lot of 80x250 feet in extent, and has a fine summer garden in the rear of the hotel, where Mr. Albrecht gives concerts during the season, employing a fine band of music for the occasion. The house is head-quarters for societies and associations, and has a large billiard hall attached, and bar stocked with the choicest wines, liquors, beer and favorite brands of cigars. There are lofty and airy rooms, and full accommodation for 115 guests. Rates are moderate and a good table is kept. Mr. Albrecht is a native of Germany, and has been twenty-eight years in the United States. The celebrated Vienna Ladies' Orchestra will furnish the music for the season of 1882. Mr. Albrecht is one of those enterprising Germans who add to the growth and prosperity of this prosperous place. His house is admirably conducted and a source of recreation to all who come here.

**John H. Canavan**, Agent, Dealer in Cigars, Tobacco and Smokers' Materials, etc., 1302 Atlantic Avenue.—One year ago this industry was added to the list of new trades established here. Mr. Canavan being a thorough, live and exacting business man, has succeeded in establishing a good line of custom, he being generally known in Philadelphia, popular with the summer visitors to the city, for whom he transacts all Philadelphia business commissions intrusted to his hands, with promptness and efficiency. The store occupied is a frame building of 18x22 feet in extent, and is nicely fitted and furnished for the trade and display of goods. The stock carried is valued at \$1,000 and is composed of a fine assortment of favorite brands of cigars, smoking and chewing tobacco, and smokers' fancy articles; sales are estimated at \$2,000 per annum. The firm was formerly Stiles & Canavan, but since the death of Mr. Stiles, October 24th, 1881, Mr. Canavan has been conducting the business. He commenced business at Atlantic City in 1875, and has always been held in deservedly high esteem.

**Allen House,** Mrs. E. A. Shaw, Proprietress, corner Arkansas and Pacific Avenues.—This fine located house has just been thoroughly renovated and put in the best of order. Mrs. Shaw was formerly in the grocery business at Broad and Locust Streets, Philadelphia, and has now rented this house for five years, and is determined to make it first-class in every respect. It has twenty-five fine rooms, well furnished, fine ventilation, grand view of the ocean, elegant parlor, cool dining-room and is convenient to the depots and telegraph offices. Mr. E. A. Hayes and Mr. J. A. Bates will with their well-known gentlemanly habits manage the house, and with Mrs. Shaw, the proprietress, will make the Allen House the success of the season. The table will be furnished with the best the market can afford; families with children will find it one of the most desirable homes, particularly those who stay for the season as well as those who make only a short stay. The terms have been made reasonable. Mrs. Shaw is a lady of enterprise and progress, and she will doubtless have a most successful season.

**Central Market,** Meats, Provisions, Vegetables and Country Produce, corner Atlantic and Maryland Avenues, Charles Hotz, Proprietor.—One of the leading representative meat markets of Atlantic City is that established by Mr. Hotz in 1867, and where may be had in season everything in the line of fresh and salt meats, provisions, vegetables and country produce. Mr. Hotz has had many years of personal experience and intimate acquaintance with growers of country produce and is one of the best judges and buyers of meats and provisions, selecting only the best, most tender and finest classes of all his stock. "The Central Market" is one of the best fitted up in the city and is furnished with ice chests and boxes for the preservation of meats and provisions, so as to keep them fresh for daily consumption. The stock carried of fresh meats and perishable goods are limited to the wants of the day and is replaced with fresh stock as quickly as consumed. Sales are large, especially in the summer season, when the great number of visitors through the city for the benefits from the ocean, etc. Mr. Hotz is a thorough business man, a native of Philadelphia and has established himself here as a popular and favorite citizen.

**Eldorado Hotel,** Evans & Weber, Proprietors, Atlantic Avenue below New York Avenue.—This house is 60x100 feet, has thirty-four bed-rooms, and can accommodate about eighty persons. It has a very convenient location, is neat in appearance, well kept and convenient to the West Jersey and Camden and Atlantic depots. Mr. Evans has been here two years, and Mr. Weber one year. Families will find this a fine home, well conducted in every respect and giving special rates by the week or month. Mr. Evans was formerly of the St. Clair Hotel. Both men are full of enterprise, activity and vim, and the Eldorado will prove a popular house. It is neatly furnished and refitted, and a fine new piano has been placed in the sitting room.

**Holmes & Coty,** Stoves, Ranges and Heaters, Tin Roofing, Spouting and Repairing, 1830 Atlantic Avenue above Ohio Avenue.—One year ago, these gentlemen added their enterprise to the trades of Atlantic City, and from their thorough and practical experience in all the various branches of their business they have already established a fine line of patronage

and are fast taking a representative lead in their trade. The stock carried is valued at \$1,000 and is composed of a fine line of stoves, heaters, ranges and tin, sheet-iron and metal goods, and sales are extensive. A specialty is made in tin roofing, spouting and repairing. Jobbing of all kinds is promptly attended to and full satisfaction in all work guaranteed. The store building is a three-story frame structure of 15x40 feet in extent and four experienced hands are constantly employed. The firm is composed of George W. Holmes, who was a member of the City Council in 1878 and 1879, and Julius Coty, both gentlemen highly esteemed as traders and citizens.

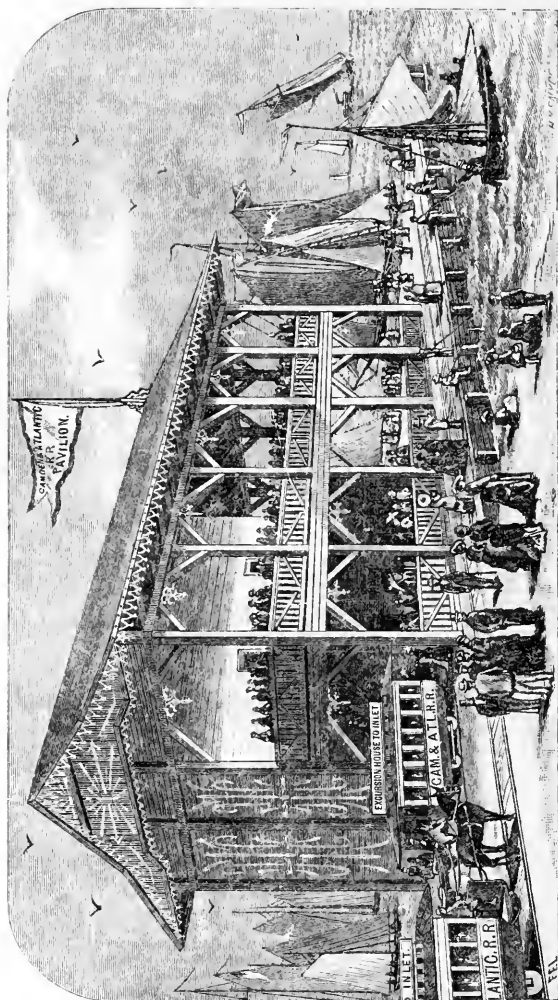
**Oliver H. Guttridge,** Paper Hangings, Window Shades, Mattings, Oil-cloths, Paints, Varnishes, Window Glass, etc., 919 Atlantic Avenue.—Mr. Guttridge is a native of England, and emigrated to America seven years ago. Two years ago he founded his present enterprise, and has made marked progress in his business, gaining a considerable connection and custom. The store is one of the finest and best fitted in the trade, and is a frame building of three stories high, 20x35 feet in extent. The stock comprises a full line of paper hangings, window shades, mattings, paints, varnishes, window glass, oil-cloths, etc., and is one of the most extensive in the trade of the city. Mr. Guttridge is a man of enterprise and activity. He has purchased the lot of ground adjoining Dr. Willard Wright's new store, Atlantic and Virginia Avenues. He will occupy said lot by erecting a handsome store, 17x60 feet, admirably suited. Enterprise and vim will win every time.

**Champion House,** corner Virginia and Atlantic Avenues, J. B. Champion, Proprietor.—In 1867 this superior house was established, and is a favorite with visitors to the city at all seasons, from its superior and homelike comforts and general good management. It is a fine frame edifice of three stories high, has twenty-four rooms and ample accommodations for fifty guests, and is nicely furnished and in good order, and has telephone in the office. Its rates are very moderate for its solid and home comforts, and are from \$10.00 to \$15.00 per week for regular guests. It is under the proprietorship of Mr. J. B. Champion, a gentleman of great practical experience as a hotel operator. He was proprietor of the American House at May's Landing, for a period of twenty years, is a native of Atlantic County, and a genial host and general favorite with his guests. Good livery is attached and first-class rigs are to be had on hire. The office has been enlarged and the facilities increased. A fine bar is in the house, and the best wines and liquors and cigars are kept.

**August F. Stiegler,** Merchant Tailor and Gentlemen's Furnishing Goods, 1308 Atlantic Avenue (nearly opposite City Hall).—Six years ago Mr. Stiegler, who is a native of Germany and who emigrated to America in 1868, founded his enterprise here and has succeeded in gaining a prominent rank as a representative merchant tailor in Atlantic City. The store building is a fine frame of three stories high, 13x32 feet in extent, and is nicely equipped for the business and well located. The stock carried consists of a fine assortment of piece goods, cassimeres and cloths, from which the best tastes can be met, and sales are considerable, the trade done being mainly custom work.

The Ocean House, corner of Pacific and Connecticut Avenues, J. A. Reid, Proprietor.—The Ocean House is one of the finest seaside homes on the coast

latest modern home comforts and luxuries, is located near the beach, and has hot and cold sea-water baths in the house. It has a grand view of the ocean from



CAMDEN AND ATLANTIC RAILROAD PAVILION AT THE INLET.—HEADQUARTERS FOR YACHTING AND FISHING.

of New Jersey. It is a fine, spacious, three-story frame edifice of attractive appearance, and has ample accommodation for two hundred guests. It is fitted up and furnished in a most superior style with all the

latest modern home comforts and luxuries, is located near the beach, and has hot and cold sea-water baths in the house. It has a grand view of the ocean from



New Yorkers who come to winter in Atlantic City. It is under the very best of care, its host, Mr. J. A. Reid, being a popular favorite host from his genial and gentlemanly manner. He is a native of Scotland, been over a quarter of a century in the United States, and has devoted the best part of his life to business. Reasonable rates have been established, \$3.00 per day for transients, and \$15.00 to \$18.00 per week for permanent guests. Music and reception, reading and smoking-rooms have been fitted up and the house is first-class in all its appointments.

**Shelburne House,** Michigan Avenue and Beach, Edwin Roberts, Proprietor.—This is a magnificent summer hotel having some ninety rooms for guests, and every accommodation calculated to promote the comfort and pleasure of patrons. The building is about one hundred and twenty feet long, and has accommodations for from one hundred and fifty to two hundred guests. Mr. Roberts is from Moorestown, Burlington County, N. J., and for the past eight years has been proprietor of the Shelburne, of which he is part owner. The house is delightfully located, being only about one hundred yards from the sea, and close to the "Dennis." Mr. Roberts and his family attend to the details of business, his wife and daughter principally attending to domestic management. The hotel is unsurpassed as to home comforts, and all who patronize it are sure of absolute satisfaction. The name of the house is exalted, and has been made so by the exertions of the present proprietor and his family.

**Delta House,** Mrs. J. A. & A. M. Adams, Proprietresses, North Carolina Avenue two doors below Atlantic.—This house is nicely situated and is a three-story frame structure with lot 50x150 feet. It contains thirty fine rooms, well-furnished, excellent beds, and has a pleasant yard in front of the house, elegant shade trees. It is a very desirable home for families having children as they can use the grounds for play with ample shade. Mrs. Adams and daughter have been here three seasons, and their experience in the business fits them to take a much larger house. The ladies manage and attend personally to the wants of their guests, thereby giving entire satisfaction. The table is first-class, and the location desirable, convenient to the beach, and reasonable terms to families staying the season or coming transiently. These ladies have an exalted reputation here, and have made it by their attention, care and good management.

**A. B. Upham,** Proprietor of Upham's Vienna Bakery, Atlantic Avenue above Delaware.—Three years ago Mr. Upham founded one of the finest bakery houses in Atlantic City, for the making of the finest qualities of plain and fancy bread, cakes, pies, crackers, etc., and in addition, the finest-flavored ice-creams in season. The store occupied is a two-story frame building, 18x96 feet in extent, and is conveniently fitted and furnished for the trade. Ten experienced hands find constant employment in the bakery during the year. The stock carried is estimated at a value of \$2,500 per annum, and is composed of a fine, fresh assortment of plain and fancy Vienna bread, pies, cakes, biscuits, crackers, etc. Sales are at the rate of \$25,000 per annum, the trade done being local. Mr. Upham is a native of Massachusetts, and is fast falling into the ranks of the progressive business men of Atlantic City.

**Read Cottages,** Mrs. G. Waters, Pacific Avenue, between Connecticut and New Jersey Avenues.—These beautiful and well-established cottages are delightfully located and very popular. Mrs. Waters is from Philadelphia, where she is well and favorably known, and is now prepared to keep these lovely cottages open during the whole year. They are well situated, near the beach, and the rooms, which number twenty, are large, well ventilated and handsomely furnished. There is a fine yard attached, with nice croquet grounds, elegant for families with children, and in every respect the surroundings are such as to make the Read Cottages first-class. Mrs. Waters is a lady admirably adapted to the business, and her patronage will be of the better class. She is determined not to be excelled in the entertainment of her guests, and her business record will prove a most desirable one.

**Professor J. Henry Wolsieffer,** Pianos, Organs, Music and Musical Merchandise, Stationery, Books and Periodicals, Leather Goods, etc., Atlantic Avenue near the Post Office.—In Atlantic City or County there is no more complete musical emporium than that of Professor J. H. Wolsieffer's, this gentleman having a refined and artistic taste in the fitting and equipment of his elegant establishment. Two years ago he made his inception here and since he founded his present industry it has made a rapid progress in its complete success. The store building is one of the finest in the city and is a two-story frame, 30x75 feet in extent, and over the store is a large hall, well suited for private sociables and entertainments or for a dancing school. The stock carried bears a representative value of \$5,000 and is composed of pianos, organs, musical merchandise, music books and plain and fancy stationery, leather goods and fancy notions, cutlery and periodicals, etc. Sales are estimated at the rate of \$7,000 per annum. The united aid of three experienced clerks and salesmen are required to wait on customers and in the busy season this is increased. Mr. Wolsieffer is a native of Doylestown, Pa., and is largely engaged in other extensive manufacturing pursuits as a wine grower of Egg Harbor City with his brother, William. He is a son of Professor P. M. Wolsieffer, deceased, who founded the Maennerchor, the first male vocal society in America, his name being held in exalted memory by all musical people. There is connected with the music store a fine circulating library, which is doing a good business and proves of very general facility.

**Girard House,** corner Atlantic and Michigan Avenues, one square from Narrow Gauge Depot, C. H. Rogers, Proprietor.—The Girard House takes a leading rank among the popular home resorts in Atlantic City. It is a fine edifice of three stories, has forty fine, airy and cheerful chambers for guests, all newly and handsomely furnished in black walnut throughout. Is lighted with gas and has all the latest modern improvements and home comforts. Attached to the house is one of the finest pool and billiard rooms in the city, having five tables. The Girard can comfortably accommodate 125 guests. It is under the management of Mr. Rogers. Its popular host, who is a native of Pennsylvania, was in the late war as a member of the Fourth and Twenty-eighth Regiments. The bar-room is supplied with the best of wines, liquors and cigars, and all the apartments are neatly fitted up. Terms will be found on a moderate scale for transient or permanent guests.

**Senate House**, corner Pacific and Fourth Avenues, H. B. Cook and Son, Proprietors.—Ten years ago this elegant and leading house was established, and has ever since had a prominent rank as a first-class summer and winter home for guests visiting Atlantic City. It is a fine four-story frame edifice, having a magnificent view of the ocean, and occupies a lot 20x100 feet on one side and 50x200 feet on the other, the house being 38x114 feet in extent, having sixty-five excellent chambers for guests, and ample accommodation for 125. It is fitted with all the modern conveniences, and is superiorly furnished in a style of home-like comfort, and is heated with furnaces and lit with gas throughout. It has been enlarged and improved, and offers inducements to ladies, families, and all desiring good order and comfort on account of its location. It is the nearest large house to the ocean, and is directly opposite the hot and cold seawater baths. Mr. Cook, the genial proprietor, is a gentleman of thorough experience, and as a host has grown into high popularity with guests from the New York, Pennsylvania, and other Eastern States who have for years given a large patronage to the Senate House. Rates have been established at popular charges: \$2.50 per day and upwards, and \$12 to \$18 per week for permanent guests.

**Lancaster Cottage**, Mrs. Martha J. Kunkle, Proprietress, Virginia Avenue, between Atlantic and Pacific Avenues.—This pretty and homelike cottage is centrally situated on one of the leading avenues to the beach, and can accommodate thirty to forty guests. Mrs. Kunkle, the proprietress, is a native of Baltimore, Maryland, a widow, and the mother of Jesse M. Kunkle, a well-known machinist of York, Pa. This, her second year in business and profiting by her last year's experience, she will be able to make her cottage every way desirable. She will be assisted by her daughters, Misses Fannie and Jennie Kunkle. The house is neatly furnished, stylish in appearance and well ventilated. Mrs. Kunkle has been living in Lancaster, Pa., and is well known as a lady understanding the needs of her guests and how to cater to them; her terms are moderate. In regard of solid home comfort at reasonable rates, the Lancaster Cottage will be simply unexcelled at Atlantic City. Mrs. Kunkle is a lady of extended experience in all appertaining to housekeeping and has the important adjuncts of energy, push and progress. It is the possession of traits of this kind which makes cottage life here a success.

**Eureka Cottage**, Mrs. E. W. Bennett, 1911 Atlantic Avenue, below Ohio.—Eureka Cottage is kept by the genial Mrs. Bennett, who formerly kept a hotel in Vincentown, Burlington County. This house is kept open all the year, has been enlarged, refurnished and entirely renovated by Mrs. Bennett, who has only been here one year. The house is very inviting, the location fine and desirable, the rooms large and nicely furnished, table first-class, and terms exceedingly moderate, being \$8.00 to \$10.00 for board per week, transient board \$1.50 per day, and dinner 50 cents. A fine bar-room attached, has been enlarged and refitted, the whole property being 50x150 feet. Miss K. E. Bennett, Mrs. Bennett's daughter, who is an artistic music teacher, assists her. The "Eureka" is in one word a genial and pleasant home. It has an exalted reputation through the exertions of Mrs. Bennett, and its success during the season of 1882 is foreshadowed by its growing popularity and fame.

Mrs. Bennett is a believer in enterprise, and this explains her success.

**J. S. Taylor**, Bread and Cake Baker and Confectioner, 1320 Atlantic Avenue.—Mr. Taylor is an experienced and thorough bread, cake and pie baker, and the founder of his own fortune, which he has built up out of his own superior skill in his line of trade. Two years ago he opened his enterprise on small capital, and now has advanced to the front ranks in his line of the industry. The store building is a new one of two stories, has been specially erected for the trade, with the ovens and bakery in the rear, the store being 20x28 feet in extent and nicely fitted up. The stock carried is limited to the supply of immediate demand and is composed of fresh pies, cakes, crackers and bread, with a fine assortment of confectionery. Sales are at the rate of \$20,000 per annum, and seven experienced hands find constant employment in the bakery and store, etc. Fine ornamenting is made a specialty in the making-up of cakes, etc. He runs wagons to supply the public wants, and all who deal with him have satisfaction insured.

**C. E. Adams**, Groceries, Queensware, Coal and Wood, and Cottagers' Supplies, corner South Carolina and Atlantic Avenues.—Three years ago Mr. Adams founded his present enterprise, and has in this short space of time gained a leading rank among the representative firms engaged in his branch of the industries of Atlantic City. The store occupied is a frame building 22x70 feet in extent, and is located on the best business section of the leading thoroughfare. The stock carried bears a representative value of \$5,000, and is composed of a fine line of cottagers' supplies of groceries, coal and wood, queensware, and a specialty is made in fine butter. Sales are at the rate of \$25,000 per annum, the trade done being chiefly local, and six experienced clerks are employed in waiting on patrons and delivering goods in the season. Mr. Adams is a native of Burlington County, and is one of the most esteemed of the mercantile community of Atlantic City.

**B. H. Bullock**, Imported and Domestic Cigars, adjoining New Post Office Building, Atlantic Avenue.—Three years ago this young business man founded this cigar and tobacco emporium, and is now one of the most extensive dealers in his branch of the industries of Atlantic City. The store building is a frame one, and is one of the most central, being in the new Post Office building, and is 12x25 feet in extent. The stock carried comprises a well-chosen assortment of favorite brands of cigars, tobacco for smoking and chewing, and fancy smokers' articles, all of which are of a superior quality. The stock is in value, \$1,000, and the sales come to about \$4,000 per annum. Mr. Bullock is a native of Burlington County and is a young gentleman of good business address.

**Charles Krause**, Boots and Shoes, 1010 Atlantic Avenue.—Eight years ago, Mr. Krause, a native of Germany and resident of this city nine years, established himself in the boot and shoe trade here. The store occupied is a fine frame building 20x45 feet in extent and is fitted up and furnished in superior order. The stock carried comprises a full and complete line of heavy and light goods in boots and shoes. Its value is about \$3,000 and sales are at the rate of \$9,000 per annum. Custom work is a specialty.

**The Colonnade.** Open all the year, Pacific Avenue, between North Carolina and South Carolina Avenues, Mrs. C. A. Kines, Proprietress.—This beautiful and charming winter and summer resort, which has been now for three years open, under the management of Mrs. Kines, late of Washington, ranks among the most prominent resorts of Atlantic City, in point of its unsurpassed home comforts, elegant appointments, neatness, style and luxuries. It is a handsome four-story frame building with seventy-five rooms and ample accommodation for 150 guests. Comfort and refinement is so apparent in all its fittings and appointments, that even in the latter part of the winter its accommodations were fully taxed and its guests were among the elite of the best society from New York, Baltimore, Washington, and the Canadas,

Atlantic City. It is generally taxed to its fullest accommodating capacity from the opening of the summer season, while in winter it enjoys a liberal share of patronage from its many advantages and its homelike comforts. It is a fine frame edifice of two stories and has excellent chambers, and can comfortably accommodate forty guests. It is well fitted and appointed and very neatly and comfortably furnished. It has 120 feet frontage on one avenue and 50 feet on the other, and sets an unexceptionable table with all the luxuries and delicacies of the season. Its rates are on a moderate scale, being \$2.00 per day and \$12.00 to \$15.00 per week for permanent guests, according to the location of the room. It is under the experienced management of R. A. Field, who is a native of Philadelphia and a favorite with his guests.



THE COLONNADE.

also, were well represented in the long list of guests. The Colonnade has been enlarged, newly painted and refitted throughout with all the latest modern improvements, including steam, gas, electric bells, spring and hair mattresses in every room and furnished in the finest style of a refined home. The chambers are airy and pleasant, the dining-room large and cheerful, the walls wide and verandas on each floor commanding fine ocean views, attractive and elegant parlors. The location is charming and the highest point in the city fronting the ocean and quite convenient to all points of interest. Mrs. Kines, the hostess, is a lady of high social position, late of the city of Washington, where she has been in prominent circles for years, established as proprietress of one of the finest private homes of the Capital, where she had drawn around her the highest dignitaries of the country. At the Colonnade she has achieved a prominent and unqualified success in opening a resort second to none in this city.

**Niagara House,** corner South Carolina and Atlantic Avenues, R. Archie Field, Proprietor.—Eleven years ago this highly popular house was founded and has held a prominent rank ever since in the leading resorts for winter and summer visitors to

**Park Hotel,** Michigan and Arctic Avenues, Charles E. Ward Fisher, Proprietor.—This is not one of the largest but certainly one of the most attractive houses here. Mr. Fisher and his family give personal attention to it, which accounts for the success. The house is newly furnished and its location breezy, cheerful and happy. Mr. Fisher has been here fourteen years and prior to conducting this house had the "Union," "Schaffer's" and "Illinois" houses respectively. The Park is a frame building, three stories high and very attractive. The lot of ground is 90x100 feet in size and the place is a most attractive resort. He is a gentleman full of enterprise, thrift and business tact.

**John Harrold,** One Price Boot and Shoe Store, Atlantic Avenue below Maryland Avenue.—In 1865, this old established shoe store was founded by Mr. Harrold, who is a native of Ireland and who emigrated to America over thirty years ago. The store building is a neat frame structure of 18x30 feet in extent, and is well equipped and appointed for the trade. The stock carried comprises a well selected assortment of one price boots and shoes and rubber boots and shoes, repairing forming a specialty, and sales are extensive; custom work is also done, fourteen experienced hands are regularly employed.

**Malatesta Hotel**, Mark Malatesta, Proprietor, corner of North Carolina and Atlantic Avenues.—Mr. Malatesta came here three years ago from Philadelphia and established his well-known hotel at North Carolina and Atlantic Avenues. His house is one of the finest resorts here and is a frame building, four stories, with sixty rooms and accommodations for two hundred guests. The rooms are well furnished, clean and neat, commanding a fine view of the ocean, the location being central. The table is highly spoken of. Mr. Malatesta is a native of Italy and it is here that the choicest Italian wines can be furnished, as well as Rhine and French wines in which he deals largely. He is a man of energy, activity and push, and it is due to his exertions that the Malatesta House has obtained its present enviable record. It will be found to be a first-class house in every respect.

**C. P. Johnson**, Grower and Dealer in Fruits, Produce, Poultry and Eggs, 1321 Atlantic Avenue, below South Carolina Avenue.—One year ago, Mr. Johnson founded his present industry and has supplied the city with a fresh assortment of fruits, country produce, poultry and eggs which he daily receives from the Abscom farm. The store occupied is a three-story frame building and is suitably fitted for the goods. The stock carried is limited to the daily demand and is replaced with fresh goods each day. Sales are at the rate of \$15,000 per annum. Mr. Johnson is a native of Atlantic County, and in addition to his business, keeps "Atlantic Cottage" for the accommodation of summer boarders at very reasonable rates. His farm is in Galloway Township, and consists of seventy acres, fifty of which is devoted to farming purposes. His pear, peach and grape crops are quite extensive, and the farm is one of the best in Atlantic County.

**Fothergill House**, Elizabeth Hartley, Proprietress, North Carolina Avenue.—Sixteen years ago this favorite house was opened and few stand higher with the general public visiting Atlantic City than it does, owing to its charming location, being within a short distance of the ocean beach. It is a fine frame edifice of two stories, and is fitted up in the very best style with modern and home comforts, and has ample accommodations for seventy guests and all its chambers are models of neatness. The house is first-class in every respect and its table is of unexceptional luxury and provided with all the delicacies of the season. A liberal number of patrons are from New York and Philadelphia, who have made the house their regular home during their visit to the island. Its rates are on the scale of moderate charges, being \$2.50 per day for transient and from \$10 to \$16 per week for regular boarders.

**Irving Brothers**, Real Estate and Insurance Agents, Office in depot of the Camden and Atlantic Railroad Company.—It is only within a period of five years since the above firm commenced the real estate and insurance branch of their enterprise. In real estate they buy and sell, rent and exchange, contract and build, and transact every branch of real estate business. In the insurance department of their house they number on their list for placing fire risks the names of the following old solid and reliable companies, viz.: Continental, Hanover, Tradesmen's, Manhattan, German, American, all of New York, and also the Insurance Company of North America and the Fire Association, of Philadelphia, the Newark of

Newark, N. J., and the Travelers' Accident, of Hartford, Conn. These gentlemen are also engaged in conveyancing, are notaries and commissioners of deeds, and do a large brokerage in insurance in the placing of risks in other companies, in addition to those they are agents for. In addition to their real estate and insurance business they are largely engaged in the manufacture of the celebrated "Japanese Paper Carpeting," and "Patent Water-Proof Building Paper," at their factory at Elwood, N. J., for which they obtained the medal and diploma from the Centennial Exhibition of 1876, they being the originators and only *bona-fide* manufacturers of this class of goods, under patents of December, 1866, and January, 1867. The Japanese carpeting, for floors, stairs, rugs, etc., is handsomer, better and cheaper than oil-cloth, and is fast taking the place of all other floor coverings. The patent water-proof building-paper, for roofing, sheathing, lining, plastering, etc., has stood the test of twelve years' trial. The firm is composed of Albert W. Irving, this gentleman being a notary public, and John T. Irving, a commissioner of deeds.

**Samuel Haslett**, Staple and Fancy Stationery and Circulating Library, 1122 Atlantic Avenue, opposite the Bank.—Mr. Haslett, during the past year, bought out the stock of the former proprietor, who had been three years established here and since his inception he has made considerable success in his business. The store occupied is a neat frame building of 14x35 feet in extent and is admirably located for business. The stock carried bears a representative value of \$2,000, and is composed of staple and fancy stationery, books and a circulating library. Sales are estimated at about \$50 per week in the winter, and at \$80 in the summer season. Mr. Haslett is a native of the city of Philadelphia, where his father is in the coal trade. Mr. Haslett is assisted in the store by his sister, Miss Mary A. Haslett. On May 1st, 1882, he opened a cigar store, No. 1124 Atlantic Avenue.

**West Jersey House**, New York and Atlantic Avenues, opposite West Jersey Railroad depot, Chas. Knipschild, Proprietor.—One year ago Mr. Knipschild, in partnership with Mr. Leyman, established this popular house and is now its sole proprietor. It is a fine two-story frame edifice, and has accommodations for forty guests. It is centrally and admirably located, and is opposite the West Jersey Railroad depot, guests having only to cross the avenue to its doors. A fine bar is attached and is fully stocked with the best wines and liquors, and the house is admirably conducted and rates are moderate. Mr. Knipschild, its genial host, is a native of Germany, and has been forty-five years in the United States.

**H. N. Bolte**, Jewelry, Watches and Clocks, 912 Atlantic Avenue.—Twenty years ago Mr. Bolte emigrated from Germany to America, and three years ago founded his present industry, and has taken a prominent rank among the business industries of Atlantic City in his line of trade. The store occupied is a frame building, 12x16 feet, and is handsomely fitted up for the jewelry business with nice glass cases for the proper display of the goods kept. Its capacity is soon to be doubled, an evidence of thrift and prosperity. The stock carried bears an estimated value of \$4,000, and is composed of a fine line of fancy jewelry, watches, clocks and silverware. Mr. Bolte is a thorough practical watchmaker and jeweler, and makes a specialty in repairing and jobbing.

**Ambler Cottage**, Atlantic Avenue, between Ohio and Indiana, Mrs. A. Smith, Proprietress; Mr. P. W. Allen, Manager.—This is a neat cottage of moderate size, well located and close to the beach. The rooms are large, well ventilated and handsomely furnished. The beds have elegant springs, and the parlor is handsome, with fine piano, etc. Mrs. Smith and Mr. Allen have had business experience in Philadelphia, and are admirably suited for their present vocation. The house is near the depots, and is regarded as one of the most attractive cottages on Atlantic Avenue. The terms will be reasonable and patrons will be pleased, as the place will give evidence of enterprise, push and business thrift. The Ambler will be a success at Atlantic City.

**Florida House**, Pacific Avenue between New York and Tennessee Avenues, Mrs. Eugene J. Lindsay, Proprietress.—This is an old house and has only been one year under its present management, though it has been over twenty-seven years in operation as a popular resort for visitors. It is a fine three-story frame edifice of fifty rooms, and has ample accommodations for one hundred guests, and is fully equipped as a nice family home. It is fitted with modern improvements, is nicely furnished and has baths on the beach. The house has gas and is heated in winter throughout, and its table is one of the leading features of its solid luxuries, partaking of all the delicacies of the season. It is first-class in every respect and has established a moderate tariff of charges, the rates being \$2.00 per day for transients and from \$10.00 to \$15.00 per week for permanent boarders, according to the location of the room. Mrs. Eugene J. Lindsay, its present hostess, is a lady of taste, refinement and experience, and a favorite with guests.

**Lonis W. Freund**, Saddle and Harness Maker, Rear of 1302 Atlantic Avenue, nearly opposite City Hall.—Eight years ago Mr. Freund, who is a native of Atlantic County, and a first-class harness manufacturer, founded his present enterprise, he having established himself in 1874 and has ever since devoted himself to the development and progress of his trade, in which he has succeeded in gaining a prominent rank and building up a liberal line of custom work. The store occupied is 18x20 feet in extent, and is fitted with all the necessary tools and appliances for the trade. The stock carried is estimated at \$1,000, and is composed of a fine line of heavy and light harness, whips, rugs, blankets, robes, etc., etc. Sales are estimated at \$2,500 per annum, the trade done being mostly local. Mr. Freund is the owner of the property, and a man of energy and enterprise.

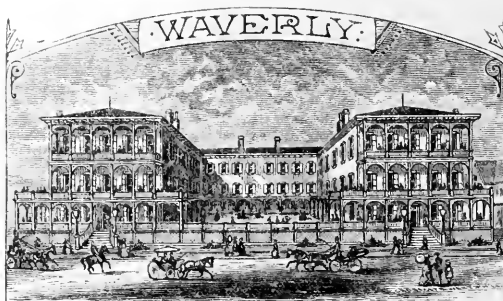
**Harry W. Stewart**, Cigars, Tobacco and Liquors, 1512 Atlantic Avenue between New York and Kentucky Avenues.—In a large and populous city, as a summer resort such as Atlantic City is, an establishment like that of Mr. H. W. Stewart's is an actual necessity, and he has made it in every respect one of such select respectability in its line that the elite of the best society may visit and patronize it. It is fitted and appointed with refined taste and conducted in the greatest care and stocked with the finest goods. The store is 16x45 feet in extent, and is well located for the business. The stock carried is of the very choicest assortment of favorite brands of cigars, fancy smokers' articles and the best liquors, and bears an estimated value of \$1,000. Sales are at the rate

of \$3,000 per annum. Mr. Stewart is a native of Boston, Mass., and is fast falling into the ranks of his popular fellow-citizens.

**Schauffer's Hotel**, near the Camden and Atlantic Railroad Depot, Schlecht & Mehrer, Proprietors.—This celebrated resort is over quarter of a century established and for the past three years has been under the proprietorship of Messrs. Adolph Schlecht and J. M. E. Mehrer, who spare no pains to keep it up to its past best standard. It is a spacious frame edifice, of three stories high and has ample accommodation for two hundred and fifty guests; has all the modern comforts, and its fittings, furniture and appointments will be found of superior excellence and its table unsurpassed. It has a splendid bar, pool table and tennis alley, the bar being stocked with the choicest wines, liquors and cigars and the entire management places it in the foremost ranks of the best moderate priced houses in Atlantic City. Two cottages are run in connection with the house. Enterprise and thrift are everywhere apparent. There is a concert garden attached, and the orchestra for the season of 1882 will be under the direction of Moritz Beerhalter. The programmes will be select and inviting, and the admission free.

**Bartlett, Boice & Martin**, Meats, Game, Poultry, Eggs, Butter, Fruits, Vegetables, etc., Bartlett's Market, Atlantic and North Carolina Avenues.—The industry established by these active and energetic gentlemen has assumed a leading and prominent feature of the trades of Atlantic City. They are purveyors or dealers in provisions, meats, poultry, fish and game, and have won a celebrity in their line that places them in the foremost ranks of the trade. The building occupied is 100 feet in front and 500 feet deep and is a large frame of two stories, the store room being 30x70 feet in extent and located in the best section of the city. The stock carried is kept up to meet the daily demand and is valued at \$4,000 and sales are extensive. The united aid of twenty-five hands are required to execute all orders in the delivery of goods and waiting on patrons, etc. The firm is composed of W. H. Bartlett, a native of Atlantic County, E. C. Boice, also of the same county, and George W. Martin, a native of Ireland, who came to America three years ago. An extensive trade is also done in ice, the firm being the only one engaged in this line in Atlantic City, outside of the Knickerbocker Ice Company.

**Emmet House**, corner Arkansas and Pacific Avenues, one square from Narrow Gauge Depot, R. E. Winslow, Proprietor.—This is a new house, having opened last year, and is admirably located and near the beach. It is a fine frame edifice of three stories high, and has twenty-six good chambers and ample accommodations for seventy-five guests. It is under the best of management, its proprietor, Mr. R. E. Winslow, being a gentleman of thorough business experience and a native of Philadelphia. From his many good qualities and genial address he is fast becoming an established favorite with his guests. Mr. Winslow was a soldier in the Mexican war and the Rebellion. In the latter he began as Captain of Company C, Sixty-eighth Pennsylvania, and was gradually promoted to Brigadier-general United States Volunteers. His patriotism and business record alike stand scrutiny. The Emmet House is desirable and inviting. It is 44x100 feet, and the lot 50x200 feet.



corner Pacific and Ohio Avenues, J. L. Bryant, Proprietor.—This popular and favorite house, has been known to the general public ever since it was opened, six years ago, by its popular proprietor, Mr. John L. Bryant, as a summer and winter resort. Winter and summer visitors have ever since regarded it highly as one of the best houses on the seashore. It has undergone extensive modifications at a cost of \$12,000 which makes it one of the largest as well as indisputably the most attractive and comfortable hotel in Atlantic City. The east wing has been made three stories high to correspond with that of the west front, and the first floor converted into elegant suites of rooms, with parlors and hot and cold sea-water baths attached. Baths have also been placed on each floor for the use of guests. The parlors have been greatly enlarged and beautified, and are elegantly furnished, and the dining-room doubled in size, and will now seat two hundred guests, which the house can now accommodate. It has billiard and smoking-room, and numerous small parlors have been also added, and the entire is handsomely furnished and fitted up. The parlors, dining-hall, and a large number of the bed-rooms are heated with steam and each room is lit with gas, and has electric bells. A sun gallery has been added for the use of winter guests and as it stands to-day, the Waverly House is not surpassed by any house for elegance and comfort on the Jersey shore. The house is so constructed as to form three sides of a square fronting the ocean, which protects the front from the cold northwest winds and gives it the benefit of genial sea breezes. The open space between the two wings has been floored over and forms a part of the porch. Broad and sheltered piazzas covering six thousand feet, surround the house, and telephonic connection is established with the offices of the leading physicians, drug stores, railroad stations and bank and it enjoys every facility to be found in a first-class hotel. The rates will be found more moderate than those of other houses. Mr. Bryant, its genial host and proprietor, is a gentleman of the highest social rank, was mayor of Atlantic City for one term. He is a native of Atlantic County.

**Lewis & Brumbaugh, Dealers in Produce, etc.,** Mississippi Avenue.—These gentlemen are just commencing business (May 15th, 1882) in a temporary frame structure, 16x24 feet. They were formerly engaged with Mr. F. H. Loh, and are well-known, having been engaged for a length of time with him. Owing to the great increase of population, new stores are needed continually, especially in this line; pro-

duce, fine hams, fresh vegetables at all times, fresh butter and eggs can here be had at lowest rates. The firm is composed of W. R. Lewis and H. G. Brumbaugh. Their store is well located, on Mississippi Avenue near Pacific. Their record here is such as to justify the belief they will meet with a prompt and deserved success this season. They have experience, energy and business tact, and this is just what is required to win success at Atlantic City.

**W. H. Brown, Dealer in** Butter, Eggs, Chickens, Lard and Country Produce, Atlantic Avenue above Michigan.—Mr.

Brown's store is a frame building of 22x30 feet in extent and is well located on the chief business avenues of the city. The stock carried comprises a fine supply of fresh butter, eggs, chickens, poultry and country produce, which are well-kept in ice boxes and refrigerators in the hot weather for daily consumption and the sales are extensive. Mr. Brown is a thorough judge of produce, etc., and is a native of the State of Pennsylvania. His trade in poultry and butter is a specialty, and in these as well as other lines of merchandise he will not be excelled, if equaled, in Atlantic City. With this purpose firmly in view, we predict for the establishment a season of deserved success. He was formerly of Mason & Brown, and for the past year has been in business alone. He runs wagons to facilitate the prompt delivery of goods.

**Francis Strauss, Tin, Copper, Sheet-Iron, Pumps, House-Furnishing Goods, Roofing and Repairing done,** Atlantic Avenue, between Delaware and New Jersey Avenues.—Eleven years ago Mr. Strauss, who is a native of Germany and who emigrated to America thirty-two years ago, founded his present industry here, and from the practical experience he brought to bear on it and the superiority of his work he has gained a firm footing and built up a successful trade. The store occupied is a frame building of two stories, 13x40 feet in extent and is fitted up with all the necessary tools and appliances for the work. The stock held comprises all the necessary materials for the execution of orders, also house-furnishing goods and pumps, and every description of tin, copper and sheet-iron is made, and roofing and repairing is promptly attended to, and all work done is guaranteed.

**Quaker City House,** corner of Atlantic and Ohio Avenues, opposite Museum, Charles Thompson, Proprietor.—Four years ago this house was established by Mr. Thompson, who is a native of Philadelphia and one of the most popular hosts and a general favorite with his many guests and patrons. It is a fine, spacious frame edifice of three stories and will comfortably accommodate seventy-five guests. It is most advantageously and pleasantly located near the ocean on the leading avenue for business, has a fine bar, well stocked with best wines, liquors and cigars. Good stabling is attached and neat turnouts furnished. Moderate rates are charged and the house is well kept and comfortably furnished.

**Bradley House**, corner of Kentucky and Atlantic Avenues, Mrs. Bradley, Proprietress.—Mrs. Bradley has just purchased this superior house and opened it June 3d, 1882. It is a fine four-story frame edifice of thirty-two rooms and can comfortably accommodate sixty guests. It is beautifully located on the leading business avenue of the city, and covers an area of 50x160 feet in extent. The Bradley House has been one of the most popular summer homes and liberally patronized by the best society, and under the experienced management of its new and favorite hostess, Mrs. Bradley, will be kept in faultless order and with increased home comforts. She was formerly in business at the West Jersey House (formerly the "Bradley House") and afterwards the Parker House. She is admirably suited for the business, and the Bradley House can be most confidently recommended. Mrs. Bradley is efficiently aided by her son, James P. Bradley.

**Saratoga Cottage**, Mrs. F. B. Haines, Proprietress, Delaware Avenue, between Atlantic and Pacific.—This is a neat and pretty cottage; the building being of frame, three stories, and the lot 60x110 feet, and is used for winter as well as summer business. Mrs. Haines, the proprietress, owns the property, and will conduct the same; it has thirteen fine bed-rooms, well furnished, every convenience, and fine location. Mrs. Haines formerly kept the Beaumont House; this is her second year here, and her guests speak in glowing terms of her house and good table, fine cooking, kind attention, together with the home-like surroundings. The terms are \$2.00 to \$2.50 per day; special arrangements to permanent boarders. Mrs. Haines is carving out her future by her own exertions, and her success is due to her energy, activity and business push. She has made an exalted name here, and will reap the reward of it in her snug property.

**Fleming's Hotel**, Wm. F. Fleming, Proprietor, Atlantic Avenue below Michigan.—The Fleming Hotel is well-known as having a very generous and go-ahead man as the proprietor. Mr. Fleming has spared no pains and expense in improving his premises; new paint of tasty color adds much to the appearance, the new sidewalk is another improvement, also some fine frescoing, which cannot be excelled, here or elsewhere, and is a decided attraction. Mr. Charles M. Fleming will act as manager, and Frank Lewis will assist. It will not be long before Mr. Fleming will have to enlarge his house, as his business is growing rapidly, which is certainly very gratifying. His attendants are energetic, polite and attentive, and with all these requirements he will make certain progress. Mr. Fleming has been eighteen years in Atlantic City, and was at one time the proprietor of the National. He is adapted to the business, having the happy faculty of knowing how to make friends and retain them.

**Mansion House**, corner of Atlantic and Pennsylvania Avenues, Charles McGlade, Proprietor.—This is one of the oldest and most popular summer houses of the city and has long held a prominent place among the best summer resorts on the coast of West Jersey, and is one of the largest patronized houses of the city. Two years ago it was assumed by Mr. McGlade, its present popular host, a native of Ireland, who has been for the past sixteen years a resident of the United States. It is a superior four-story frame building, 164 feet square, handsomely furnished and has two hundred rooms, comfortably accommodating five

hundred guests. It has one of the finest bars and billiard parlors in the city, and telephone in the office, and the house is fitted and fully equipped with first-class appointments and is one of the finest family homes. Its rates are \$3.00 per day and \$12.00 to \$18.00 per week for permanent guests. Mr. McGlade is, in one word, a live business man. Since he took hold of this property he has given to it an exalted reputation. He believes in enterprise and progress and is a man of energy, push and vim. Atlantic City has been made by the spirit of enterprise, and as Mr. McGlade possesses this trait in such a happy degree, we may predict for the Mansion House an auspicious and brilliant future.

**The Mincola**, Ocean end of Illinois Avenue, H. A. C. Frink, Proprietor.—Three years ago this charmingly located winter and summer resort was founded, and from its unsurpassed location and many advantages it has become one of the leading and most popular houses on the island and a general favorite with visitors to Atlantic City. It is a fine, attractive frame edifice of three stories, with ample accommodations for fifty guests, and has thirty-five good rooms. It is thoroughly fitted and furnished, lighted with gas and heated throughout by heaters. It has all the best home comforts and is close to the ocean, commanding a splendid sea view. It is under the experienced management of its popular host, Mr. H. A. C. Frink, who is a native of the State of New Jersey, and it is strictly first-class in every respect.

**Ruscombe Cottage**, Pacific and New York Avenues, L. W. Warrington, Proprietor.—Five years ago Mr. Warrington established this neat and popular home and in the short space of time since it was opened it has gained a popular footing and become a general favorite with its guests, from its superior and home-like comforts and its very desirable location near the beach and the splendid view it commands of the ocean. It is a fine frame edifice of three stories high and has thirty rooms and has added the adjoining cottage to its accommodations and will entertain fully seventy-five guests. It is highly popular with visitors from Philadelphia, New York and Germantown, and has baths on the beach and enjoys a liberal share of patrons. Its rates are moderate, and range from \$2.50 per day for transient and \$12 to \$15 per week for permanent guests. Mr. Warrington is a native of Philadelphia, and a genial host, and is fast growing into popular favor with his guests.

**St. George's Hotel**, opposite Narrow Gauge Depot, corner Atlantic Avenue and Missouri Avenue, George Young, Proprietor.—Four years ago, Mr. Young, who is a well-known and popular hotel proprietor of 5148 Lancaster Avenue, West Philadelphia, founded and opened this favorite house which is becoming one of the popular resorts of visitors to Atlantic City. It is comparatively a new house and is fitted up and furnished throughout in a style of home-like comfort and has ample accommodation for 100 guests. It is open all the year. It is well located so that visitors to the city via the Narrow Gauge and the West Jersey lines of railroad have but a very short distance to go to reach it. Its rates are moderate for its solid comforts and range from \$10 to \$12 per week, according to location of the room. The bar is supplied with the best of wines, liquors and cigars. Mr. Young is assisted by his son, Jacob Young.

**Congress Hall**, corner of Pacific and Massachusetts Avenues, George W. Hinkle, Proprietor, Atlantic City, N. J.—Congress Hall has gained an exalted hotel reputation and has been for the past twenty-seven years one of the most popular of summer residences on the New Jersey shores. It is a spacious frame edifice of four stories high and has ample accommodations for 350 guests. It is one of the finest equipped first-class summer houses in Atlantic City, and is located near the ocean, with every convenience for hot and cold sea-water baths. It has been thoroughly refitted and every room is handsomely furnished and lit with gas. Guests for Congress Hall arriving by cars of the Camden and Atlantic Railroad will remain seated till the arrival of the trains at Massachusetts Avenue at which point the porters of the house will be in attendance to receive their baggage. A beautiful pavilion for the use of guests of Congress Hall has been erected on the beach near the house. A fine band of music is engaged during the entire

occupies a lot of 100 feet square and the building in winter is warmed throughout by steam and has gas and electric bells in every room and hot and cold sea-water baths in the house. A sun gallery has recently been erected. The entire surroundings are of the most charming attractions and guests have the same advantages here as at Congress Hall, but are somewhat more retired in this private seaside home.

**Gerster Cottage**, Mrs. J. Thomas, Delaware Avenue above Pacific Avenue.—“Gerster Cottage,” called in honor of the illustrious singer, Mme. Etelka Gerster, is a pretty cottage, elegantly located, opposite the United States Hotel. It is a three-story frame building, containing ten rooms and handsomely furnished; high ceilings and well ventilated. Mrs. Thomas will attend to the management in conjunction with her daughter, and will keep her house first-class in every respect. Mr. Thomas, the husband, is connected with the Academy of Music in Philadel-



CONGRESS HALL.

season for the pleasure of the guests and the entertainments of Congress Hall are celebrated. Mr. Hinkle, the popular and favorite host, is a native of the State of Pennsylvania and his long and courteous management of this renowned summer resort has gained him an enviable place in the esteem and regard of every guest who ever made it their home. Rates have been fixed at \$3 per day for transient and special rates will be made with permanent guests. On Sunday nights are given the mammoth choral and orchestral concerts under the direction of an able leader from Philadelphia. All the selections are given with full orchestral accompaniment and distinguished artists also take part. The concerts are a source of edifying pleasure to all and are a feature of the house, reflecting much credit on the good judgment and foresight of Mr. Hinkle, the enterprising proprietor. The large hotel is kept open during the season and at other periods Congress Cottage is used. This cottage has forty pleasant rooms and can accommodate seventy-five guests and is fitted and furnished with all the best home comforts and luxuries. It oc-

cupies a lot of 100 feet square and the building in winter is warmed throughout by steam and has gas and electric bells in every room and hot and cold sea-water baths in the house. A sun gallery has recently been erected. The entire surroundings are of the most charming attractions and guests have the same advantages here as at Congress Hall, but are somewhat more retired in this private seaside home.

**Chatam Cottage**, Mrs. F. Higgins, Proprietress, Park Avenue.—Mrs. Higgins is from Philadelphia, and has been in business here near three years. Her cottage is finely situated on the leading and attractive avenue, and only a few feet from the beach. The cottage has twelve large rooms, high ceilings, handsomely furnished and all modern conveniences. It is also a fine winter house, having all the requirements for heating. Mrs. Higgins keeps it open all the year and does a fine winter business as well as summer trade. She is capable and experienced in all details, is attentive and kind to all her guests, making her house comfortable and home-like. She is experienced and enterprising, and is making an exalted business fame.



**Stroud & Bell**, Dealers in Eggs, Poultry and all kinds of Country Produce, Atlantic Avenue, three doors below Illinois.—This enterprising firm are among the new business enterprises that have been added to Atlantic City during the past year, and in the short space of time since its inception it has been doing a good and successful trade, making rapid advances in the business industries of the city. The store building is a three-story frame, 25x50 feet in extent and is well located in the best business section of the city. The stock carried is necessarily limited to the wants of immediate demand and is replaced with new goods as quickly as sold, the sales being large. The firm is composed of R. Stroud and E. Bell, both gentlemen being natives of the city of Philadelphia, and thorough business men. They are making a wide circle of friends and adding a good connection to their progressive trade.

**J. T. Collins & B. Allen**, Ladies' and Children's Garments, Ready-made and made to order, 1713 Atlantic Avenue.—These ladies are among the new industrial enterprises that have been established for the past year in Atlantic City and are doing a select and good line of trade. The store building is a neat frame, of 12x15 feet in extent and is neatly appointed for the business. The stock carried consists of a well selected line of ladies' and children's ready-made garments, and a good trade is already established. A full assortment of Butterick's patterns is kept for all who desire to cut out their own work. Facilities for an increase of trade for the season of 1882 are now completed.

**Parnell House**, Thomas McGuire, Proprietor, Mississippi Avenue, between Atlantic and Pacific.—Mr. McGuire has erected a fine house on a lot 50x170 feet, the house being 32x76. It is a neat frame structure, has twenty five rooms, nicely furnished, good location and fine view. Mr. McGuire was born in Ireland; lived in Philadelphia many years, where he done a fine business; prior to occupying the present building he was on Georgia Avenue. He will always have on hand a fine and choice lot of liquors and wines with which to serve customers. He has had extended business experience in Philadelphia, and is one of the men of progress, energy and push, such as migrate here from Old Erin, and do so much for the advancement and growth of America. Mr. McGuire calls his house the "Parnell," after the great Irish agitator of that name.

**"The St. Charles,"** (Formerly the "Light House Cottage,") Jonah Wootton, Proprietor, Delaware Avenue, close to the ocean.—This famous establishment is one of the oldest and most popular known among the summer resorts of Atlantic City, it having been opened over quarter of a century ago, and still holds a leading and prominent reputation as a home of comfort for its guests. It is a fine frame building of four stories high, has upwards of 130 rooms and can accommodate 250 guests and is only opened in the summer season from May to September. It occupies a lot 225x500 feet in extent, close to the ocean and has a splendid southern aspect. During the winter it was newly renovated, comfortably furnished and put in the best order and well carpeted for the coming season. It is a popular favorite with visitors from Philadelphia, New York, Washington, and other cities, and sets an unexceptionable table. Its rates are on a moderate scale, and families or single guests will

find it offers special advantages in its charges and home comforts, the average rates being \$2.50 per day, or from \$10 to \$16 per week according to the location of the room. Mr. Wootton is a native of England, and has been about forty years a citizen of the United States, and one of the most popular citizens of Atlantic City.

**Angora Cottage**, Miss M. A. Givens, Proprietress, Mississippi Avenue, between Atlantic and Pacific Avenues.—This is the first year for Miss Givens at this house. She is from Philadelphia, and understands the business. The building is a three-story frame, within one square of the beach, and has large and commodious rooms with all modern improvements, and elegant piazzas. All the rooms, which number twenty, have a fine lookout on the ocean, and the location is one of the most delightful. It is near the Excursion Houses, and convenient to the railroad depots, and is in every way an elegant home-like house, with all the comforts. The table is fine and the attention everything desirable. Terms, \$8 to \$10 per week or \$1.50 per day. Miss Givens is a lady of energy, push and progress, and as such will make an exalted reputation here.

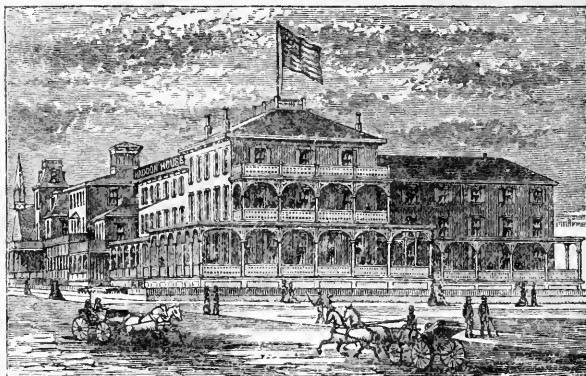
**Wetherill House**, O. M. Smith, Kentucky Avenue below Pacific.—This is a fine and elegant location and the new and handsome house was opened June 1st. 1882. It is splendidly furnished, handsome rooms with all modern improvements and is situated within forty yards of the beach and the new pier. It is a first-class house and has all the home comforts with excellent table served by polite and attentive waiters. The house will be kept open all the year round. Mr. S. is from Philadelphia and his elegant new house will accommodate some seventy-five persons. Its location and general surroundings are simply unsurpassed.

**Jersey City Hotel**, D. Byrne, Proprietor, corner Atlantic and Georgia Avenues.—Mr. Byrne formerly kept the Keystone House, and is from Philadelphia. This new and commodious house is a three-story frame, with fine back buildings. It has a large cupola on it, giving it a commanding appearance and elegant lookout over this large city by the sea. It contains forty rooms, large, well ventilated, handsomely furnished and splendidly located. This is Mr. Byrne's first season at this house. His accommodations are first-class, and he provides polite attention to his guests, with good table and every requirement to make each and all happy. There is a fine bar in the house, where are the best liquors, spirituous and malt, with choice wines at moderate prices. Mr. Byrne is a man of energy, push and progress.

**Grand View Hotel**, Mrs. S. N. Smith, between Florida and Georgia Avenues.—This house is situated on the beach, and it is a three-story frame building with twenty-five rooms, all well furnished. This is the second year here for Mrs. Smith. Her experience in the hotel business is well known; her husband, Mr. Samuel N. Smith, when living, having kept the hotel at Falls of Schuylkill for many years, and was well known to the public in Philadelphia and elsewhere. His widow, Mrs. Smith, will make the Grand View Hotel as noted as Mr. Smith did the "Falls," keeping a first-class table and making her guests comfortable and happy. She is energetic, thorough and progressive.

**Haddon House,** North Carolina Avenue, near the ocean, Edwin Lippincott, Proprietor. This elegant house has been established for the past twelve years, and is completely fitted for winter and summer business; it is elegantly and luxuriously furnished as a perfect home and has a magnificent view of the ocean. It is a fine frame edifice of ninety rooms, lighted with gas and heated when necessary, and can accommodate from 175 to 200 guests. It is handsomely furnished and equipped in first-class style, and has bath on the beach. It is under the proprietorship of Mr. Edwin Lippincott, a native of Burlington County, who is sole proprietor, and built part of it in 1874, when he purchased it and the land extending to the ocean.

**Howard Cottage,** Mrs. John Mahaffy, Proprietress, Pacific west of Illinois Avenue.—This cottage is nicely situated on one of the finest avenues here; has twelve large rooms, well furnished, fine dining-room and parlor, and a delightful porch. This is the first season for Mrs. Mahaffy, and will be assisted by her amiable daughters in making it comfortable and home-like. The situation is convenient to the Excursion House and beach, making it a delightful home for a few choice guests or families. Good table with reasonable rates. Excursionists served with dinners at reasonable rates. Mrs. Mahaffy is a lady of experience and tact, and will make an exalted business reputation here.



HADDON HOUSE.

Mr. Lippincott was for fifteen years connected with the Cincinnati, Ohio and Mississippi Railroad, part of this long period acting as superintendent of the road. The Haddon House has made a popular connection in New York and Philadelphia, from which cities it is receiving the elite of the best society. Rates have been fixed at \$3 to \$4.50 per day, and from \$16 to \$30 per week for regular boarders, according to the rooms occupied. Telephonic communication has been established with the railroad depots and all the leading points of interest in the city.

**Newport Cottage,** Mrs. Eliza Messick, Proprietress, Baltic and Massachusetts Avenues.—This is a three-story frame building, good location, a fine view of the surrounding country, breezy and cool, fine large rooms, well ventilated, nicely furnished with every comfort and fine porches around the house. This is the first season here for Mrs. Messick, who is a fine, experienced lady and that with the assistance of her aunt, Mrs. Pelletreau, who formerly kept the Cornwell House, on the Hudson River, New York, so well known to many of our Atlantic City guests, will add much to the reputation of Mrs. Messick's enterprise. She intends to make this house first-class in every respect, comfortable and homelike, with a good table. This is a splendid situation for families with children, where they can enjoy themselves at moderate prices. She is a lady of energy and progress and destined to succeed.

**Ryan's Illinois Cottage,** corner Arctic and Illinois Avenues.—Mr. Ryan was born in Pennsylvania, is a painter by trade, and is now doing a fine business, this being his fourth season here. His cottage is nicely located, fine neighborhood and elegant surroundings. It is also a fine winter house, and is kept open all the year. Mrs. Ryan, the mother of the worthy proprietor, assists him in his business, making everything comfortable for guests. They have fifteen fine, large airy rooms, well furnished and comfortable, a fine table and good attendance, with home-like comforts. Terms, \$7 per week; dinner, 50c. Mrs. Ryan is a lady of experience, and the house will make an excellent record here.

**Radnor Cottage,** Mrs. A. Inskeep, South Carolina below Pacific Avenue.—Radnor Cottage is finely located near the beach, and is a fine three-story frame building, with twenty large rooms, well furnished, high ceilings, and fine wide porches fronting the avenue, now so popular and marked by improvement. Mrs. Inskeep is from Roxborough, Philadelphia, and this is her first season here. She is thorough-going and experienced, and will attend to all the details of her business. Her home-like and delightful cottage will be made very attractive and the first-class table and good attention will be always found here. Terms \$10 to \$15 per week, \$2 per day. This lady has enterprise, push and business vim and the more such locating in Atlantic City, the better.

**Haines Cottage**, Mrs. S. W. Haines, Proprietress, Arctic Avenue below Illinois Avenue.—Haines Cottage contains seventeen nice rooms, airy, well ventilated and neatly furnished. The dining-room and parlor are attractive apartments and the house possesses a fine porch, the whole being convenient to the depots. Mr. Haines, the husband of Mrs. Haines, is a carpenter and builder and does jobbing in all its branches, while Mrs. Haines attends to all the details of her boarding cottage. This is her second year. She is experienced and worthy, making her cottage comfortable and homelike and providing a good table with moderate terms, either by day or week. Mr. Haines is a native of Vincentown, N. J., and has erected amongst other fine properties here, the "Willard" Cottage, two for Rev. Mr. Bailey on Kentucky Avenue, two for Josiah Rogers on the same avenue and others on Tennessee, New York and other avenues. The couple are worthy, experienced and progressive and hence will succeed in life.

**The Cincinnati**, Edward Labor, Proprietor, opposite West Jersey Excursion House.—The proprietor, Mr. Labor, is a native of Philadelphia, and has been living at Bridesburg and doing business there the last nine years, and still continues it. He has opened this fine house here, this being his first year, and with the popularity and the experience of Mr. Labor he will undoubtedly do a lucrative and thriving business. The house is a three-story frame, twenty-five rooms, large and well furnished, fine view of the ocean, porches all round the first and second floors, and every facility for making it pleasant to the guests. A fine bar is attached to the house, and everything will be done to make all who patronize Mr. Labor comfortable and happy. His table is first-class, and the most liberal terms have been adopted. Being a man of energy, push and progress he will make such a business record here as will astonish his old friends in Bridesburg and elsewhere.

**Idylwyld**, Mrs. S. A. Brady, Tennessee Avenue, between Pacific Avenue and the Ocean.—This is one of the most lovely locations here, being immediately at the ocean's edge, and in front of the best bathing ground. It is a fine house with spacious rooms, high ceilings, splendid ventilation, and a delightful view of the ocean, each room being handsomely furnished with fine beds. There is gas in every room, and all modern improvements. Table first-class, with polite and attentive waiters. Mrs. Brady is from Harrisburg, Pa., and opened Idylwyld June 1st, 1882. It has all the advantages, being near the ocean, railroad depots, churches and post office, and families and others will find the house first-class in every respect. Miss Stewart, a sister of Mrs. Brady, will assist, and satisfaction is guaranteed. The lot is 50x100 feet. The house, a three-story frame of fourteen rooms. Mrs. Brady is a thorough business woman.

**Crumbie House**, George Crumbie, Pacific Avenue, below West Jersey Excursion House.—This new house is finely situated immediately adjacent to the beach, and it is a three-story frame building with forty large rooms handsomely furnished with walnut furniture and all the modern improvements. The location commands an ocean view, and is convenient to the Excursion Houses. Mr. Crumbie owns this property and has improved it so as to make it one of the finest here. This is the second year for him at Atlantic, and with his experience and his large acquaint-

ance he will do a large business, and with the assistance of his worthy wife, who manages the business, keep up his house in first-class style. Good table and reasonable rates, either by day or week, prevail, and dinners alone are also served reasonably. Mr. Crumbie is from Philadelphia, where he is doing a fine business at 2246 North Front Street, in boots and shoes. Mrs. Crumbie is a lady of push, energy and progress, and as such commands the respect of all here. She will make for the Crumbie House an undoubted success.

**Aldine Cottage**, Miss H. C. Phillips, Proprietress, Pacific Avenue, between Ohio and Michigan.—This fine cottage is elegantly located on Pacific Avenue, and commands a fine ocean view, being situated between the two large houses, the "Brighton" and "Dennis," which makes it one of the most desirable at this resort. Its nearness to and unobstructed view of the ocean and fine drives, make it the cottage of the place. Miss Phillips is from Philadelphia, where she has a fine house, 1113 Arch Street, and is doing a first-class business. She is a lady of experience and thoroughly able, and her guests are of the finest class of Philadelphians and other places. The Aldine has twenty-five large rooms, elegantly furnished, fine, cool dining room, handsome parlors, fine wide porches, gas and every accommodation to make it first-class, and all its surroundings are of the highest order. Miss Phillips has engaged the best help, polite and attentive waiters, with a superior table and everything to make guests feel at home. She is a lady of experience, tact and energy.

**The Bailey Cottage**, Mrs. J. Bailey, Proprietress, Pacific opposite Park Avenue.—This desirable cottage, with its fine shady porch, is directly opposite Park Avenue, having a fine view of the ocean, and on the principal drive, making it one of the finest locations at the place. It belongs to the Disston estate and contains eighteen rooms, handsomely furnished, with every comfort; plenty of closet-room, gas, hot and cold sea-water baths on the second floors, and every convenience for invalids and others. Mrs. Bailey, the proprietress, formerly kept the Merchants' House and this is her second season here. She is capable and experienced in all the details of her business, keeping a first-class house in every respect, fine table, with all the luxuries of the season and first-class, attentive waiters, etc. Mrs. B. will keep her house open all the year. The rooms are all fitted up for winter as well as summer, each room having a register for making it comfortable in the winter season.

**St. James Hotel**, James O'Neill, Georgia Avenue opposite West Jersey Excursion House.—Mr. O'Neill is from Philadelphia, this being his third year here in business. His fine house is a three-story frame, with fine large well-ventilated rooms, neatly furnished, elegant porches running around the first and second stories. The location is grand, with elegant ocean view and possesses first-class accommodations for either transient or permanent boarders. Mr. O'Neill can accommodate about sixty guests, his table is first-class and everything the market can afford can be found thereon. A fine bar is attached where the best wines and liquors can be had. The location and surroundings of the St. James are simply unsurpassed and we predict for Mr. O'Neill a decidedly successful business career.

**Sea-Bright**, corner of Pacific and Rhode Island Avenues, Lewis Repp, Proprietor.—This beautiful "Home by the Sea," built in 1881, has the most charming attractions as a summer house, and from its being fitted up with all the latest modern improvements and first-class equipments, it is one of the most luxurious homes for winter visitors. It is an elegant and spacious frame edifice of three stories high, with ample accommodations for one hundred guests, is heated throughout by furnaces, lighted with gas, fitted



with electric bells and has telephone communication established with all portions of the city. It commands one of the grandest views of the ocean and is the nearest house to the beach, adjoining hot and cold sea-water baths and the light-house. Its guests are mostly from the elite of Philadelphia, New York, Baltimore and Pittsburg society, with whom it has become a popular resort. Though it is first-class in all its fittings and appointments and its table of unsurpassed luxury, its rates have been fixed at popular prices, being \$2.50 per day for transient, and from \$12.00 to \$15.00 per week for regular boarders. It is under the popular management of Mr. Lewis Repp, who is a native of Germany and who came to America thirty-five years ago.

**Olney Cottage**, Mrs. J. L. Penicks, 1309 Pacific Avenue, opposite Ocean Avenue.—Mrs. Penicks is from Washington, D. C., and this is her first year at Atlantic City, where she has taken the elegant Olney Cottage, one of the finest buildings here. The location is grand, having an unobstructed view of the ocean from all parts of the house. The rooms are large, handsomely furnished, modern improvements, and forming first-class accommodations. Large, cool dining-room, handsome parlor and wide porches, and on one of the finest avenues are features. Mrs. Penicks is a cultured and experienced lady and will make her house one of the leading cottages. Her husband, Mr. Penicks, is foreman of the folding-room in the Government Printing Office. Mrs. Penicks will personally attend to her house, and has secured the best of help to assist her, and will leave nothing undone to make her guests comfortable. A fine table and everything the market can afford will be furnished. Special rates to families for the season or shorter period.

**The Emerson**, Dubois & Young, Proprietors, South Carolina Avenue, near Pacific.—This new house, so elegantly situated on South Carolina Avenue, is a three-story frame structure, and the lot on which it is built is 100x150 feet, the house itself being 38x110 feet, and has forty fine, large chambers, magnificently furnished, with every comfort; grand ocean view from all parts; splendid, large, cool dining-room, wide porches, and first-class in every respect. They formerly kept the Alhambra, now called the Albion, for four years. They are experienced in all the details connected with hotel keeping, and polite, kind and attentive to the wants of patrons. The table will excel in well-cooked meats, fish and vegetables, and the Emerson will at once take rank as one of the first hostleries here. It is the spirit of enterprise and vim that has made Atlantic City what it is, and to men of the energy and progress of these gentlemen can much of the city's prosperity be traced. This house takes a front rank, and its friends and patrons, during this, its first season, will not lose sight of it, thereafter. Messrs. Dubois and Young are singularly adapted for the business, and the Emerson will be a leader in hotel fashion, prosperity and progress. They are well known in Philadelphia, having been many years in the ice cream and restaurant business at Second and Noble Streets.

**Bradford House**, Mrs. E. Priestley, Proprietress, on the Beach, above Georgia Avenue.—This is a fine house, directly on the beach, and is three-story front, two-story back, with accommodation for about sixty boarders. The rooms are delightful, all the windows looking on the ocean, besides being well furnished. Mrs. Priestley has been a widow for many years, and this is her fourth year here, being formerly of Philadelphia. She is a thorough business woman, has had much experience, and knows how to keep a hotel. She is ably assisted by her son and daughter. She owns the property, which is admirably laid out. A fine bar-room is attached, which is managed by Mr. J. Matley, of 209 Race Street, Philadelphia. The bath houses are superintended by Mr. L. McAllister, who excels in this line. Mrs. Priestley will make special arrangements with lodges and societies coming to Atlantic City for a day or longer.

**Stickney's Cottage**, Mrs. George A. Stickney Virginia Avenue above Atlantic Avenue.—This pretty cottage is elegantly located, having a fine view. It is a two-story frame building, with large and splendid rooms, handsomely furnished in modern style, high ceilings and fine ventilation. Mrs. Stickney is a Philadelphia lady and formerly kept the Monroe Cottage here. This is the first year in this pleasant cottage. She is a lady of much experience, has good business qualifications, and knows how to make her cottage home-like and comfortable, and spares no pains to make her guests happy. Her terms are reasonable to suit the times, and her experience, enterprise and business push will make for her this season an exalted business record.

**The Willard, Mrs. L. C. Young,** Southwest corner Tennessee and Pacific Avenues.—This new and elegant cottage, opened the season of 1882 under the proprietorship of Mrs. Young, it being her first season here. Mrs. Young purchased the property and enlarged it; it now being a four-storied frame, with twenty-five fine large rooms, handsomely furnished, all modern improvements, high ceilings, good ventilation, large dining room, parlor and fine porches of large dimensions. There is a fine lot adjoining, which also belongs to Mrs. Young; it is located on one of the finest sites here, being so near the beach and convenient to all places of interest. The lady is cultured and well calculated to make her house pleasant and attractive, the proprietress leaving nothing undone to make her guests comfortable and happy. The table is first-class in every respect. Polite and attentive help only assisting. Mrs. Young intends to keep her cottage open during the entire year. A clear and unobstructed view of the ocean from all parts of the house is obtained. The experience, enterprise and business push of this lady, make her a desirable acquisition to Atlantic City.

**Verona House, M. Devenny,** corner Pacific and New York Avenues.—This is a handsome, three-story frame building, containing forty-nine rooms, all large, high ceilings, good ventilation, handsomely furnished in modern style, with splendid location near the beach, and convenient to Post Office and railroad depot. A fine class of patrons and good accommodations. This is the first season for Mr. Devenny, who is from Philadelphia, having kept a saloon at 1421 Lombard Street. A fine bar is attached to this house, with fine wines, liquors, spirituous and malt. Mr. Devenny's daughter will assist him to make his house one of the leading houses here, and his son, who is a young man of note (having musical proclivities) will take charge of the bar.

**Ardmore Cottage, Mrs. A. Neilon and Miss M. Dougherty,** Pacific, between Tennessee and South Carolina Avenues.—This is the first season at this house for Mrs. Neilon and Miss Dougherty. Mrs. N. formerly kept the Birnbaum Cottage on Tennessee Avenue, and her sister, Miss Dougherty, is from Ardmore, Pa., and will join in the management of the Ardmore this season. This is a fine cottage, nicely situated on the principal avenue, with full ocean view, and has fifteen elegant rooms, high ceilings, fine ventilation, handsomely furnished, with all modern improvements, gas in every room. There is a fine dining-room, handsome parlor and elegant wide porches, and the cottage commands a fine class of guests. Mrs. N. and her sister will attend to all the details and will make it a first-class home in every respect. Families and all others can make the best of terms by applying at the Ardmore.

**Annadale Cottage, Miss S. E. McGovern,** Proprietress, corner Atlantic and Delaware Avenues.—This nicely-located cottage is opposite the United States Hotel, and is under the proprietorship of Miss McGovern, her first season here. The lady is from Lancaster, Pa., experienced and calculated to do a fine business. She has a large acquaintance and no doubt will find her cottage much too small to accommodate her numerous friends. The rooms which are twelve in number, fine and bright, nicely furnished, and possess every convenience. The Camden and Atlantic cars stop at the door, and the city cars pass

every few minutes to and from the Inlet and Excursion House, making the location very desirable. Access to the beach is very convenient with all its pleasant surroundings, and the kind and polite attention of Miss McGovern with her assistants will make "Annadale" a name to be remembered.

**Delavan House, Wilkins & Garwood,** Proprietors, corner Atlantic and Connecticut Avenues.—This is the second year the Delavan has been under the proprietorship of Messrs. Wilkins & Garwood, which has so much increased its popularity. Mr. Wilkins is from Moorestown, New Jersey, where he has a large flour mill doing a prosperous business, and Mr. Garwood is a farmer in Medford, New Jersey, so that these gentlemen have many advantages, such as supplying their table with the fresh products of their mill and farm. This is a fine home-like house and contains fifty rooms, all well furnished. The house occupies one of the finest locations here, convenient to the beach and all places of interest, and cars pass the door at short intervals. It has fine shady porches, is first-class in all its arrangements and fine attendance from the assistants, who are polite and attentive to the wants of the guests. The house is very popular, particularly for families, on account of its home-like attractions and fine location. These gentlemen make very reasonable terms. They furnish solid comfort for a small sum, and in this respect the Delavan will be excelled by none and equaled by few.

**The Continental, late Hitchen's Cottage, Mrs. Johanna Henry,** Proprietress, Atlantic Avenue opposite Light House.—The Continental, late Hitchen's Cottage, is finely located on Atlantic Avenue and is a splendid cottage, having eighteen fine, large rooms, handsomely furnished in the most modern style, with all the advantages of an unobstructed view of the grand old ocean. There are wide porches convenient to the hot-water baths and light-house. Cars passing the door every few minutes going and coming to and from the Inlet and Excursion House. Mrs. Henry is a lady capable and experienced having a thorough knowledge of the hotel business. This is the first season here, she having kept the French Restaurant at 710 South Washington Square, Philadelphia, where she did a lucrative business. Her table is served in fine style, first-class waiters with every attention to make guests comfortable. Mrs. Henry has had the building altered and made a fine winter house to be kept open all the year; rooms will be thoroughly heated and invalids will receive special attention. This is a splendid location for families, special terms for the season being given. The fame of Madame Henry as a French cook has made her an exalted reputation all over the country.

**Miss M. A. McClees,** Dry Goods and Trimmings, Notions and Zephyrs, Wools, etc., 714 Atlantic Avenue (five doors above U. S. Hotel).—For a period of twenty years this house has been established here and is one of the oldest in its line of the industries of Atlantic City. The store building is a neat three-story frame, 18x20 feet in extent, and is well located on the leading business avenue and nicely fitted and appointed for the trade. The stock carried bears a representative value of \$2,000 and is chiefly composed of a superior assortment of the best line of dry goods and trimmings, notions, zephyrs and wools. Sales are estimated at the rate of \$5,000 per annum.

**Hotel Albion.** Lentz & Siegrist, Proprietors, Geo. L. Jacoby, Manager, corner of Massachusetts and Atlantic Avenues.—The Albion is one of the finest hotels in this place and is a fine large frame structure, in one of the most delightful locations on the island. It contains two hundred and fifty fine rooms, magnificently furnished, new this season, elegant cool parlors, card and reception-rooms, with every convenience, electrical bells throughout the house, fine porches, etc. A magnificent pavilion, covering a space of eight hundred square yards, has been added. Thus the votaries of terpsichore can enjoy the delightful pastime in the cool air. A fine orchestra is engaged, under the management of Prof. J. A. Willard. The proprietors, Mr. John C. Lentz and Mr. A. F. Siegrist,



who are now in their second year here, are determined not to be outdone by any house here, not only have they refurnished everything new in this house but will also have an electric light introduced and are prepared to make their guests comfortable in every respect. Mr. Jacoby, the manager, is a thorough veteran in the business of hotel keeping and is the one who knows how to cater to the public taste. This is his third year at the Albion. This house is noted for its fine table, everything of the best and finest variety with abundance and elegantly served. First-class waiters, polite and attentive men, add to the pleasure of all entering the dining-hall. The Albion is simply excelsior and well deserves its exalted seaside fame.

**Baltimore House.** Thomas Richardson, Mississippi Avenue.—This is a neat three-story frame building containing twelve rooms, accommodating a few select boarders. The house is nicely located and well furnished; good table, furnished with all the market can afford. Mrs. Richardson, with her daughter, will lend all the assistance to make their guests comfortable. Terms \$8 to \$12 per week and \$2 per day. Mr. R. was born in England—came to America fifteen years ago, residing in Baltimore several years. He is a man of experience, enterprise and push, and where the comforts of a home are desired at a reasonable price we question if the Baltimore House is anywhere excelled.

**Monroe Cottage.** Edward Rhodes, Proprietor, Atlantic, east of New Jersey Avenue.—Mr. Rhodes is from Germantown, Philadelphia, and this is his first season here. He is an experienced hotel man, thoroughly posted in his business, and intends to make the "Monroe" a fine, comfortable home for his guests, who may make his hotel their stopping

place. He has twenty fine rooms, well furnished, neat and comfortable. The location is fine, with every facility to promote comfort, being convenient to the beach, cars pass the door every few minutes to and from the Inlet and Excursion House. A fine bar is also attached to this house, where can be obtained choice wines, liquors, both spirituous and malt, and choicest brands of cigars. Mr. Rhodes is a man of energy, push and business experience, and as such, will make for himself in Atlantic City an exalted hotel reputation.

**Malvern Cottage.** Mrs. E. V. Pettingell, Proprietress, Park Avenue, near the beach.—This delightful cottage is situated on one of the grandest locations at Atlantic City, is only a few feet from the Beach, and directly opposite the "Brighton" and on one of the widest avenues at this place. It has fine rooms, large, handsomely furnished, and every modern convenience, fine cool dining-room and parlor, wide porches round the house, making it one of the leading cottages here. Mrs. Pettingell is from Philadelphia, and well known as experienced and thorough in all business, and keeps a first-class cottage in every respect, her guests being of the best class of Philadelphia and other cities; she provides a fine table and good, polite attention with home-like comforts. Her manager is Mr. Edward Ryan, formerly of the well-known Proskauer Mansion at Belmont, Philadelphia. The "Malvern" is simply unrivaled in its surroundings, and will do splendidly.

**Parker's Cottage.** Mrs. A. M. Parker, corner of Georgia and Atlantic Avenues.—Mrs. Parker was formerly on Atlantic Avenue, below Mississippi. This is the first year in the Parker Cottage, which is a three-story frame building, and has fourteen fine rooms, all nicely located. Mrs. Parker is a thorough business woman, has had much experience, and knows just what is needed to make a pleasant and comfortable home for her guests. Her cottage is nicely located, all neatly furnished, and the best attendance. A first-class table is provided at reasonable rates. She is a determined lady, and starts out with the purpose of not being excelled in cottage comforts. We may say that she will not be, and that she will make an exalted business reputation.

**White House.** Mrs. H. L. Mather, Proprietress, Massachusetts above Pacific Avenue.—The "White House" is one of the old landmarks, like Congress Hall, United States, Mansion, and many others. It was built by the then owner and proprietor, from which it took its name, Mr. William Whitehouse, of Philadelphia; it is nicely situated, four-story frame, fifty rooms, comfortably furnished, fine, cool dining-room, reception-room, and ocean parlor, fine, wide porches round the house, large open lot, affording plenty of fresh sea air and open view of the ocean. It has a fine appearance, and is one of the most comfortable and home-like houses here, and is always frequented by a fine class of guests. The hostess, Mrs. Mather, is a lady of experience and good management; she has been here three years, and has given the best of satisfaction. Her table is first-class, and the cooking excellent. Mrs. Mather attends to the details of her house. She also keeps a first-class boarding-house in Philadelphia, 527 North Sixth Street, opposite Spring Garden Street. She is a lady of energy, push and business progress, and as such, is bound to succeed in life.

**Harmony House,** Mrs. M. Patton, Arkansas Avenue near the Beach.—Mrs. Patton formerly kept the New York House. This is her second year at Atlantic City. Harmony House is finely located, having a fine view of the ocean and only a square from the Excursion House. It contains twenty large fine rooms, nicely furnished, fine dining-room, elegant wide porches, etc. Choices wines, liquors, cigars, and oysters served in every style. Persons coming to this house will find every comfort, good table and reasonable terms. Both Mrs. Patton and her partner, Mrs. Rebecca Tweed, who owns the property, are ladies of experience, tact and judgment.

**Melrose Cottage,** Gormley & Sweeney, Proprietors, Arkansas below Pacific Avenue.—This is the third year these gentlemen have been in Atlantic City, and the first season at this house. Melrose Cottage is finely located, only a few feet from the ocean; has twenty-five nice rooms, comfortable and neatly furnished, fine porches, convenient to the Excursion Houses, fine, wide avenues, good table, and reasonable rates. Messrs. Gormley and Sweeney are experienced and obliging, and will make their guests happy with home comforts and pleasant surroundings. The firm is composed of James Gormley and Dennis Sweeney, the latter being the father-in-law of the former. The parties are from Port Richmond, Philadelphia, and are thorough, experienced and enterprising. The spacious parlor of this house, and its surroundings in general, make it in every way inviting and attractive.

**Kuehnle's Hotel,** open all the year, opposite the Camden and Atlantic Railroad Depot.—This is one of the most central and best-located houses in the city, being opposite the old reliable Camden and At-

lantic Railroad depot, so that visitors to Atlantic City need only step from the depot to the hotel doors. The hotel building is a large three-story edifice, and has accommodation for sixty guests. The house has been established for eight years and is one of the most popular of the city as a resort for visitors, either in winter or summer. It is fitted up in a superior style, and has excellent bar and billiard tables, and the finest and choicest stock of cigars and liquors. The table is first-class, all the delicacies of the season being given, and the best of management characterizes its comforts. Mr. Kuehnle is a native of Germany, and has been in America for the past thirty-five years, and for twenty-five years he kept the leading hotel in Egg Harbor City, which he held till two years ago. At one time he was mayor of that city for two years, and is now one of the most popular hotel men and citizens of New Jersey. His house is a model of convenience and comfort, and as such it prospers and meets with success.

**Hambrick's Stationery and Variety Store,** 1022 Atlantic Avenue.—Mr. Hambrick established his present enterprise two years ago. He is a native of Virginia and was in the army in the late war in a New Jersey Regiment of Volunteers (infantry) and was wounded in an engagement at Salem Height near Fredericksburg, on May 8th, 1863, and left the service at the close of the war, and in 1864 to 1866 was Provost Judge of Alexandria, but now occupies a leading rank amongst the business community of Atlantic City. The store occupied is a neat frame building, 14x24 feet in extent, and is well appointed and located for the business. The stock carried is valued at \$2,000 and is composed of a fine line of fancy stationery, papers and periodicals, fancy articles and toys, and sales are at the rate of \$3,000 per annum.

## MAY'S LANDING.

May's Landing is the county seat of Atlantic County, and very beautifully situated in a section of rolling woodland on the banks of the Great Egg Harbor River. The two branches of the river which flow through the town, and a large lake, afford ample facilities for boating, bathing, gunning, fishing, etc. The town was settled in 1710 by George May, who bought the land on which the village stands. He opened a store and supplied vessels which put in here with wood. His house remained standing for 130 years, on the north side of the river. A Baptist church was erected here in 1782, and the place slowly grew in population. At present there are about 1,200 inhabitants, two churches, Presbyterian and Methodist, a newspaper, cotton mill and several minor industries. It has been the county seat since the formation of Atlantic County.

**D. Isard,** Real Estate and Conveyancing.—Among the business men in this town, none are connected with more numerous offices than Mr. Isard. For years he has been in the ladies' and gents' furnishing business, but for some time past he has gradually been letting his stock diminish, until at present he has nearly retired from the business. Mr. Isard is First Deputy to the Atlantic County Clerk, which position he has held for a number of years. Previous to this he was County Clerk from 1860 to 1865 and officiated as Sheriff in 1866 and 1867. He was County Treasurer from 1867 until 1880, and Township Treasurer

for eleven years. He at numerous times has held many important township offices and stands high in the estimation of the community in which he resides. Previous to the war he assisted his father in the manufacturing of gas and water pipe, but the business being principally South it was ruined by the war. He is a native of May's Landing, where he was born in 1836. Mr. Isard has, by strict attention to business, prospered and won for himself an enviable reputation wherever known, and enjoys the confidence of the community, both as a business man and citizen.

**Charles T. Abbott, Lawyer.**—Mr. Abbott is a native of May's Landing, where he was born in 1852. About ten years ago he commenced his studies with his brother, J. E. P. Abbott, and in 1877 was admitted to practice at the New Jersey bar, where he has been ever since. Mr. Abbott has held many prominent positions in Atlantic County—principally confined to township offices. He was Assessor of Hamilton Township, which position he held with justice to himself and to the county. He is prominent among the lawyers of this county, having his office with his brother, J. E. P. Abbott. His father was one of the most prominent men of Pleasant Mills and held many township offices. He was most highly respected by all who knew him as an honest, upright and energetic business man of rare qualifications.

**S. R. Devinner, Surrogate.**—This gentleman was born in Burlington County, N. J., in 1841 and is a gentleman highly esteemed by all. He has been a resident of May's Landing for forty-one years, and is ably assisted in the duties of his office by his daughter. He has held the office of Township Collector for four years, Assessor for thirteen years and Constable one year, and is fully competent to perform the duties assigned him. He is a descendant of General Shrive, who was a commissioned general under Washington in the Revolutionary war. He attends strictly to business, is noted for his honesty and in-

tegrity. He commands a large circle of acquaintances throughout the township and is well deserving of the offices which he holds. Many of these positions he has held at the time he was in the Surrogate's office, but no matter how many and how responsible the office he holds, he always discharges his duties with great credit to himself and the county. He has been County Surrogate for twenty-one years, and Commissioner of Deeds for twenty years.

**James Baker, Union Hotel.**—The traveler finds the same comforts here at this house that he does at leading hotels in larger cities. Every comfort that the country can afford are his, and it seems that Mr. Baker's object is to please and make his patrons at home while residing with him. He has nineteen distinct departments in his hotel, which is 40x36 feet in size. This hotel has been established for over one hundred and fifty years and has been under the management of its present proprietor for thirty-eight years. A hack is always in waiting at the depot to transfer his guests to the hotel. His large and commodious stables are 25x70 feet in size and have every accommodation for beasts. Mr. Baker is one of the leading men in this township, he having held the offices of Commissioner of Appeals, Constable and a member of the Township Committee for a number of years. He was born in May's Landing in 1814.

## EGG HARBOR CITY.

The pleasant town of Egg Harbor City is located in Atlantic County, on the Camden and Atlantic Railroad, at the junction of the May's Landing branch, and forty-two miles distant from Camden. The location of the town was first settled about twenty years ago, by a party of Germans, and through their thrift and those that came afterward, it has grown to considerable proportions. The German element at present largely predominates, and they have made the place famous within a few years, for its splendid grapes and excellent wines. The extensive vineyards here located, are conducted in a manner that well illustrates the ability of these people to build up an industry. In competition with wines from California and other sections of the country, those from the Iolink Vineyards of Egg Harbor City, were awarded a medal and diploma at the Centennial Exhibition, and also a medal at the Paris Exhibition of 1878. Beyond this industry, there are others located here, including the manufacture of boots and shoes, clothing, cigars, etc., and a large local trade. Everything conducive to the comfort and needs of the community, is embraced within the town, comprising churches, good public schools, etc. There are four newspapers; *Der Egg Harbor Pilot*, a German weekly, first issued in 1857, and changed to the present name in 1877; *Der Zeitgeist*, German weekly, and first issued in 1867. The English papers are the *Democrat* and *Journal*, the former established in 1861 and the latter in 1871. The Camden and Atlantic Railroad provides ample accommodations for the traveling public, there being frequent trains from this point, to the terminus of the road, Camden and Atlantic City. This corporation has done much to enhance the prosperity of Egg Harbor City, by bringing its desirability as a wine-growing country, to the notice of the public, and the running of numerous special trains, conveying those interested in the growth of the community. Thoroughly awake to the advantages of their position, the citizens of Egg Harbor City will, in the near future, enjoy the progress and growth which is the just reward of energy and enterprise correctly applied. The population in 1880, was 1,232.



**Julius Hincke**, "Iolhink" Vineyards, Wine Grower.—The celebrity of the vineyards of Egg Harbor and the superior excellence of the pure grape of the Franklin, Norton's Virginia, Concord, Clavener, Ives, Clinton and a variety of others of American growth has become so universally known throughout the length and breadth of the American continent where wine has become a recognized commodity for family use, and more especially where the wines are chiefly used as a summer drink by the connoisseurs that it is scarcely necessary to do more in this editorial than to mention these renowned vineyards and their unsurpassed products. The manufacture of wines produced from the vineyards of Egg Harbor has become a study of science on the part of those devoted to this branch of industry, and the testimony of the best scientists in their analysis is a proof beyond all dispute, that these wines stand on a par with those of Europe and are not surpassed in their standard qualities, and that though made in America have all the excellence of European make, while far more economic to the consumer who has not the heavy items of excise duty, transportation and other charges in its importation to bear. The peculiar quality of the soil of Egg Harbor, the mild temperature of the climate of this section of New Jersey, the shelter of the surrounding young forest, the mild and balmy breezes of the Atlantic Ocean, all blending together, have made these renowned vineyards second to none in the universe.

Mr. Hincke has been engaged since 1863 in the cultivation of the grape-vine and since 1868 has given all possible attention to the art of wine making, personally attending to the gathering and pressing of the grapes, carefully watching the different stages of fermentation of the grape juice, and year after year constantly purifying the wine by drawing off its sediments, etc. The widespread opinion that American wines will not stand age and cannot therefore be kept long enough to become perfect, has no foundation whatever, the best proof of which is in the fact of the wine cellars of Mr. Hincke, where it may be tested how time has improved from year to year the wines he has produced, and that they will bear favorably in comparison with European wines of the same class and age. In the vaults may be found the "Iolhink," a splendid tasting table wine of rich and beautiful red color, and considered the best for a weak stomach. "The Franklin" or "American Burgundy," a more heavy and full-bodied wine than the former, of an almost dark color and a very pleasant and smooth taste. "The Iersica," a beautiful sweet, bitter tasting wine of golden color and of great richness. "Catawba," a light colored, quite pleasant tasting wine, the welcome aid against too great corpulence. A vintage of five years of these wines is always kept on hand, and as a proof of their excellence they received the medal and diploma of the Centennial in 1876, also of the Paris Exposition of 1878, and the gold and silver medals and diplomas at the State fairs of Pennsylvania and New Jersey. Parties desirous of buying the wines in the cask and bottling themselves have the option of doing so, and especial advice is given with full and necessary directions, or the wines will be bottled and packed in cases and shipped as ordered on receipt of instructions by mail or otherwise. A moderate scale of prices has been established by the dozen or gallon, and price lists will be sent to any party desirous of buying. Mr. Hincke holds about twenty acres under his vineyards, and produces about 20,000 pounds of grapes per season of his own growth. All his wines have

a vintage of five years old before disposal, which is the longest time given by any manufacturer, but he has in his cellars the vintages of 1868, 1869, 1870 and 1873.

The cellars are built specially for the storing of the wines, and are the best that science can devise for the preservation in temperature, etc. The stock carried is estimated at 15,000 gallons or at a representative value of \$25,000, and sales are at an average of \$18,000 per annum, the trade done being most with private consumers and connoisseurs in Philadelphia, Boston, New York and the New England States. Mr. Hincke is a native of Germany, been a resident of America since 1848, and devoted thirty-five years of his life to the development of wine manufacture.

**New York Hotel**, Atlantic Avenue, opposite Railroad Depot, Charles Heil, Proprietor (successor to Louis Luehnle).—Two years ago Mr. Heil, a native of Baltimore city, undertook the proprietorship of this superior hotel, which is the best on the line of the Atlantic and Camden Railroad between the two cities of Camden and Atlantic, and has continued its management with great credit and gained an enviable popularity from his genial and friendly manners. The hotel is a fine frame building of three stories high, has ample accommodation for the wants of travel, is comfortably furnished, sets an excellent table and its rates are very moderate for the solid comfort furnished. It is admirably located on the end of the main business avenue of the town, directly opposite to the Atlantic and Camden Railroad depot, and all trains to and from the two points of the line stop here. Mr. Heil is one of the prominent young and enterprising gentlemen of the city and a representative of its chief manufacturing industry in Red Grape and Claret wines, all of his manufacture, being shipped chiefly to Philadelphia and New York. The fine rich flavor of the grape being a celebrity with the consumers, and the wine has become a staple article in the markets of these cities.

**August Stephany**, Conveyancer, Real Estate and Insurance Agent and Attorney-at-Law.—This gentleman is a native of Germany and emigrated to America in 1858 and has been established in his present enterprises since 1865. He is a gentleman of great executive and professional abilities and a lawyer by profession; was a City Clerk and Justice of Peace, but the great demand on the various branches of business of late compelled him to abandon the post of City Clerk after serving thirteen consecutive terms. He is extensively engaged in real estate and conveying of property and has several properties placed in his hands for renting, sale and leasing and general management, and makes collection of rents and settlement of trust estates. In insurance business, he has the largest transactions in this line and has on his books some of the most reliable and solid insurance companies, numbering amongst them the celebrated Home Insurance Company, Germania, Continental, Hanover, all of New York City, and Girard and Union of Philadelphia; the Trade of Camden City and the Commercial Union of London, England. In 1870 Mr. Stephany was made Deputy Internal Revenue Collector for Egg Harbor City, this point being at that time largely engaged in the manufacture of cigars and tobacco. He read law with William Moore, at May's Landing, the county seat, and is a progressive, enterprising and popular gentleman. He has a branch office at Atlantic City for the accommodation of that vicinity.

**Henry Henze, Merchant Tailor.**—Three years ago this gentleman began his trade here and has held the whole custom of the city in his line ever since. The store is well located and is a frame building of 15x30 feet in extent. The stock is selected to meet immediate demand and custom work only is done with repairing and a good fit is warranted. Mr. Henze is a native of Germany and has been in America for a period of thirty years and for twenty-eight years in the city of New York, where he followed his trade.

**Charles Saalmann, "Black Rose" Vineyard.**—Mr. Saalmann is a native of Germany, came to America in 1861 and took a prominent part in the late war, having been for four years on the staff of General Williams, in the Seventy-fifth Pennsylvania Regiment, Twentieth Army Corps, joining in 1861 and serving up to 1865. The above vineyard he established in 1866 and is now one of the largest and most prominent wine growers in this section of the State. He has won a celebrity for his wines of the highest standard among all consumers and connoisseurs in Philadelphia and the New England States. The "Black Rose" is the chief wine made from the products of the vineyards and it selected with the greatest care, and special attention is given to all the materials used, cleanliness being a specialty in the manufacture of his wines. Twelve acres comprise the vineyards, which generally produce about 30,000 pounds of grapes, and 6,000 gallons of wine per annum are made from his own grapes and others purchased, the latter being 40,000 pounds. The wines made are the celebrated "Black Rose," "Marta" and "Catawba." The vaults are the largest, constructed on the best modern plan for ventilation and temperature for the flavor and keeping of the wines, and cover an area of 30x72 feet. The stock carried is about 15,000 gallons, representing a value of \$25,000, and sales are estimated at \$5,000 per annum, the age of the vintage when sold being from five years up. On April 4th, 1881, Mr. Saalmann was applied to by the chemical division of the Department of Agriculture in Washington for samples of his wines for analysis, and the following is the favorable result: "A sound agreeable 'claret,' free from harmful or unwarrantable additions, moderately astringent, and well suited for medicinal use. It has evidently been carefully made and preserved."

**Jacob Obergfell, Harnessmaker and Upholsterer,** Philadelphia Avenue.—Mr. Obergfell has, within the last year, added this industry to the trades of the city of Egg Harbor, and in the short space of time since his inception he has made marked progress. The store occupied is a frame building, 12x16 feet in extent, and is well appointed and located. The stock carried is limited to a neat assortment of harness, whips, brushes, and horse boots, and sales are at the rate of \$1,000 per annum. Eight years ago Mr. Obergfell emigrated from Germany, his native land, and he has ever since devoted himself to the development of his trade.

**Peter Goebbels, Carriage and Wagon Maker.**—This gentleman (who emigrated from Germany and came to Egg Harbor, and was one of the first settlers here) founded his industry twenty-six years ago, and has devoted the best part of his life to the development of the trade. The buildings occupied are the blacksmith's shop, which is 30x50 feet in extent, the carriage shop, 20x40 feet, paint shop, 20x40 feet, and

the finishing room, 30x50 feet in extent, all of which are fitted and equipped with the best tools and modern appliances of manufacture. The stock carried is limited to about \$1,000 to meet immediate demand, and sales are estimated at the rate of \$6,000 per annum. Every class of heavy and light work is made to suit the wants of all patrons of carriages, buggies and wagons. Six experienced hands find constant employment in all the departments of the works.

**John C. Steuber, General Merchandise.**—Twenty years ago this gentleman founded his present industry, and from his strict attention to the business has established one of the largest trades in his line in Egg Harbor City. He is largely engaged in the shipment of produce and fruit to New York and Philadelphia, the amount being estimated at the rate of \$20,000 per annum. The store building is of frame and is two stories high, 26x32 feet in extent, and is well adapted for the trade. The stock carried comprises a full line of groceries, flour and feed, and a general assortment of merchandise. Mr. Steuber is a native of Germany and has been in America since 1854, and was three years in the army as a member of Company E, Twenty-seventh Pennsylvania Volunteers.

**J. Daetwyler, Continental Hotel.**—This hotel is the oldest one of the city, it having been established for over twenty years, and for the past year has been under the proprietorship of this experienced gentleman, who is a native of Germany and for sixteen years a resident of America. It is a large frame building, three stories high, and has good bar, pool, and billiard room and bowling alley, and twenty chambers for guests. The hotel is well located in the centre of the business section of the city and is well managed and kept. Stabling is connected with the hotel and accommodations are excellent. Mr. Daetwyler is assisted by his worthy wife, and his guests are always well taken care of. The best of wines, liquors, lager beer and cigars are kept at the bar.

**E. Schwinghammer, Groceries and Provisions, Flour and Feed, etc.**—Three years ago this establishment was opened, and is one of the most prominent representatives in its line. The store building is a frame structure of two stories high, 35x40 feet in extent, and is in the best business part of the town. The stock carried bears a value estimated at \$3,000, and is composed of a full line of flour and feed and fine fancy family groceries and provisions. Sales are estimated at the rate of \$12,000 per annum. Mr. Schwinghammer is a native of Washington, D.C., and is one of the most energetic merchants of the city.

**Frank Herr, Jeweler and Watchmaker,** Philadelphia Avenue.—Four years ago this gentleman laid the foundation of the leading jewelry and watch-making trade of Egg Harbor City, and has won his way to the foremost ranks of his enterprise and gained a successful patronage. The store occupied is a frame building of 16x18 feet in extent, and is well furnished and equipped for the display of goods. The stock carried comprises an assortment of fine fancy jewelry, watches and clocks, and bears an estimated value of \$800, with sales at the rate of \$1,500 per annum. Mr. Herr is a native of Germany, came to America fourteen years ago, and has now won a prominent rank as a citizen.

**Egg Harbor Pilot, Job Printing Office, Hugo Maas & Co., Proprietors.**—It is now about a quarter of a century since this journal was established, and from its straightforward political integrity in the cause of the Republican party, of which it is an able and popular organ, it has gained a solid footing and enjoys a wide spread circulation. It is a weekly journal of twenty-eight columns, and is printed in German. Attached to the paper is a job printing office, where all plain and ornamental job work is done at the most reasonable rates. The office occupied is a frame building, two stories high, 12x60 feet in extent, and fitted and furnished with presses and types for the paper and job work. Mr. Maas is a native of Germany, emigrating to America at a very early age, and has devoted his entire life to the journalistic profession. He is one of the most respected and popular citizens of Egg Harbor City.

**F. Heniss, Light and Heavy Harnessmaker.**—It is over a period of a quarter of a century since this gentleman began the harnessmaking trade and within the past year he removed to his present establishment. The store occupied is well adapted to the requirements of the trade, 18x20 feet in extent, well furnished with all the necessary tools, etc., for the business. The stock carried is limited to meet immediate demand as most of the work is per order of patrons. Every description of harness is made in light and heavy make. Mr. Heniss is a native of Germany and has been thirty years a resident of America, the greater part of which has been spent in Egg Harbor City, where he is esteemed for his uprightness and integrity.

**Charles Kraus, Boot and Shoemaker.**—In 1864 this gentleman, who is a native of Germany and who emigrated to America over thirty-three years ago, established himself here in the boot and shoe trade, and is one of the representatives of this line of the industries of Egg Harbor City. The store occupied is a frame building of two stories high and is 22x40 feet in extent. The stock carried is limited to meet the wants of immediate demand and sales are mostly of custom work and every class of heavy and light work is done. Mr. Kraus is a man of brains and is largely devoting himself to silk culture. He also believes in multiplying his business, and has twenty acres of ground devoted to farming and trucking.

**Adolph Mahler, Wine Grower.**—Mr. Mahler has been established for the past eight years as wine grower and manufacturer, and his vineyards embrace about four acres, this quantity of land being a part of about fifty acres of his holding, ten acres of which have been cleared. The grapes produced in these vineyards are of especial excellence and richness, the best modern science being employed in their growth and culture, the celebrated Concord, Norton's Virginia, Franklin and Clinton, etc., being amongst them, and the product of the vines planted are estimated at 4,000 lbs., and 360 to 500 gallons of pure wines are annually made, the age generally given to his vintage being from two to four years when sold. An ample stock is always held to meet the demand from Philadelphia and New York of private consumers and connoisseurs, who generally buy the wine in kegs of from ten to twenty gallons. Mr. Mahler bottles it and exports it on order in bottles in cases for the convenience of those who prefer to avoid the trouble of bottling it themselves, so that the wines are

ready for immediate use and free from all adulteration. Mr. Mahler is a German by birth, and has had great practical experience as a business man, having been for twenty years connected with the largest manufacturing houses in the city of New York, where he embarked in the manufacture of wine in his present enterprise.

**E. Schwinghammer, Dry Goods, Notions and Millinery, Boots and Shoes, etc.**—Seventeen years ago, this extensive house was founded by the father of this gentleman and has ever since held a leading rank in its line of industries. The store building is a fine, extensive and well appointed one and is a brick edifice of two stories high, 18x40 feet in extent and centrally located. The stock, valued at \$5,000, is composed of a varied assortment of dry goods, notions and millinery goods of the best description. Mr. Schwinghammer is a native of Washington, D. C., and is an active business gentleman.

**Jacob May, Blacksmith and Wheelwright.**—This thoroughly experienced and practical blacksmith and wheelwright has succeeded in founding one of the most prominent lines of custom trades in his branch of the industries of Egg Harbor City. Mr. May has but lately moved from a former establishment to these more convenient premises and offers better advantages to his many patrons than before and all work done is guaranteed to give perfect satisfaction. Horseshoeing is made a specialty and a considerable trade is done all over the surrounding country.

**Jacob Alber, Wheelwright and Blacksmith.**—Mr. Alber has founded one of the most prominent wheelwright and blacksmith establishments in the city and makes carriages and wagons of every kind and style to order. The blacksmith shop is 18x24 feet and the wood shop 18x20 feet in extent and the finishing and paint shop are in a separate building. The sales are estimated at the rate of \$2,500 per annum. Mr. Alber is a native of Germany and has been ten years in America and is much esteemed by his fellow-citizens. Repairing and jobbing is done in the best manner and all work is warranted to give satisfaction and charges are at the lowest living rates.

**Jacob Mueller, Furniture, Carpets, Wall Papers, etc.**—Mr. Mueller laid the foundation of his present enterprise fifteen years ago. The store occupied is a two-story frame building, 50x70 feet in extent, and is one of the best located for business. The stock carried is valued at \$3,500, and is composed of a fine assortment of parlor and bed-room furniture, carpets, oil-cloths, matings, trunks, bedding, mattresses, wall papers, etc. Sales are estimated at the rate of \$18,000 per annum. Mr. Mueller is a native of Germany and emigrated to America in 1852.

**C. Voelker, Photographer, Philadelphia Avenue.**—Fifteen years ago was laid the foundation of this enterprise, and Mr. Voelker has succeeded in building up one of the leading and most successful photograph trades in this section of Atlantic County, and is the only photographer in Egg Harbor City. He is a native of Alsace, in Germany, and emigrated to America eighteen years ago and has been nearly all these in Egg Harbor engaged in the stationery, cigars and tobacco trade. There is a superior and artistic finish in Mr. Voelker's pictures that gives perfect satisfaction to all his patrons.

**Bernard Grawe**, Grocery, Provisions, and Wine Manufacturer.—Fifteen years ago this gentleman founded his present enterprise, and now makes a leading specialty in the manufacture of pure red grape wine, of ruby claret. This branch of his manufacture is all shipped to Philadelphia, where it is well known for its richness of flavor by wine connoisseurs. The quantity made is about 1,000 gallons per year, the grapes being grown by Mr. Grawe on his own vineyard. The store occupied is a two-story frame building, 30x36 feet in extent, and the wine cellars are under the store and are fitted with all the necessary appliances for the making of the wine. The stock carried is valued at \$1,000 in the grocery and provision department, and about \$1,500 in wines, and sales are estimated at \$4,500 per annum. Mr. Grawe is a native of Germany, from which he emigrated in 1849, is a popular merchant and wine manufacturer, and highly esteemed as a citizen and business man.

**D. Powdermaker**, Dry Goods, Clothing, Boots and Shoes, Hats and Caps, etc.—Fifteen years ago

this gentleman, a native of Poland and a citizen of America for the past sixteen years, founded his present industry. The building occupied is of frame and is 19x46 feet in extent and the stock carried valued at \$6,000, chiefly composed of dry goods, clothing, boots and shoes, hats, caps and notions, and sales are estimated at the rate of \$15,000 per annum. Mr. Powdermaker has another establishment at Atlantic City where he is also engaged in business.

**Samuel Rothholz**, Dry Goods, Clothing, Hats, Caps, Boots and Shoes, and Furnishing Goods, etc.—

Three years ago this gentleman established himself here in a building, 22x45 feet in extent. The stock is an extensive one and bears an estimated value of \$7,500, and is composed of a fine assortment of dry goods, clothing for men and boys, hats, caps, boots and shoes, and gentlemen's furnishing goods. Sales are at the rate of \$15,000 per annum. Mr. Rothholz is a native of Germany, and has been seventeen years a resident of America.

## HAMMONTON.

This town lies on the Camden and Atlantic Railroad and the Philadelphia and Atlantic City Railway, five miles southeast of Winslow Junction, thirty from Camden, and about the same distance from Atlantic City. It is located in Atlantic County, and is in the centre of one of the finest fruit producing sections of the State, it being renowned for the immense growth of small fruits and berries, the shipment of which during the season, frequently reaches eight car loads per day. Hammonton was incorporated in 1866, and now contains four churches, five schools and several prominent industries, among which are a planing and lumber mill, three shoe factories, woolen mill, cotton mill, and carriage works. The growth of the town dates from the building of the Camden and Atlantic Railroad, which provided excellent shipping facilities, and gave other substantial encouragement to the settlers. Hammonton is a favorite resort for many in the summer, and its health-giving qualities are highly appreciated by visitors. Population, 1,776.

**D. E. Woolley**, Proprietor of *The Hornet*.—Five years ago Mr. Woolley, one of the most enterprising journalists of New Jersey State, founded the above newspaper, which is an able and independent organ of twenty columns. A fine job printing office is attached, and some very excellent job work in plain and ornamental printing is turned out. The printing office is well equipped with presses, cases, furniture and types, and is 18x20 feet in extent, and three experienced hands find constant occupation. Mr. Woolley is a native of Washington, Iowa, and his professional career is of the most satisfactory nature.

**Alexander Aitken**, Fine Carriages and Road Wagons.—Twelve years ago, this gentleman established his present industry and having been for a period of sixteen years in the trade he ranks as one of the most prominent carriage and road wagon manufacturers in this section of Atlantic County. The buildings occupied comprise the blacksmith shop 35x40 feet, the carriage shop 24x60 feet, the wheelwright shop 18x35 feet in extent, with the paint and finishing shops on the second story. Five experienced artisans find constant employment, Mr. Aitken specially superintending all the work done and thus being enabled to

warrant it as durable and satisfactory. The stock carried reaches \$1,800 and sales at about \$2,500 per annum. Mr. Aitken is a native of Scotland and has been in America for many years. He served in the late war in company K of the New Jersey Volunteers and carries the mark of the result of a soldier's valor on his person in a wound for which he receives a life pension from the War Department. A specialty is made of carriage painting, trimming and blacksmithing in all their branches.

**D. C. Herbert**, Boots and Shoes, Bellevue Avenue.—Three years ago this gentleman established the boot and shoe business here, after twenty-six years' experience in the trade, having come from England, his native country, where he learned his trade. The store building is 15x60 feet in extent and the stock carried bears a representative value of \$1,500, and is composed of a superior line of boots and shoes, a specialty being made of fine custom work. Sales are estimated at the rate of \$3,500 per annum, the trade done extending over a wide section of the county. Mr. Herbert is a thorough, practical and experienced workman, and has won an enviable reputation at his business.

**C. F. Osgood & Co.,** Shoe Manufacturers.—The shoe manufacturing business as established in Hammononton by this enterprising Company within the past three years, has assumed a leading and important rank in the progress of the industries of that rapidly progressive section. The factory building is a two-story frame edifice, the second floor of which is occupied by the firm, and is sixty feet square and has a capacity for manufacturing 180 pairs per day. Forty-six hands find regular employment and the best machinery is fitted for the manufacture which is operated by hand-power. The stock carried bears a representative value of \$4,000 and the sales amount to upwards of \$50,000, and considerable shipments are made to Western Pennsylvania, Philadelphia, West Virginia and Maryland. The individual members of the firm are C. F. Osgood, Charles G. Small and W. J. Smith, all of whom are natives of the State of Maine. Mr. Osgood is a member of the County Board of Freehold-

ers and Mr. Small is a member of the Town Council and Commissioner of Appeals.

**Toulin & Smith,** "Ladies Store," Ladies' Furnishing Goods and Millinery, corner of Bellevue Avenue and Horton Street.—These enterprising ladies, who are the leading representatives in their line in Hammononton, founded their present industry three years ago, and have won an extensive line of first-class custom over the township and county. The store occupied is a frame building, two stories high, 15x35 feet in extent, and is one of the neatest and most tastily equipped in the town. The stock carried bears a representative value of \$1,500, and is chiefly composed of a full line of millinery, laces, Hamburg embroideries, white goods, fancy articles and toys and ladies' furnishing goods. Sales are estimated at the rate of \$2,500 per annum. They carry a full line of Demorest's reliable patterns.

## ABSECOM.

This village is in Absecom Township, Atlantic County, and lies upon the creek of the same name, about six miles north of Atlantic City. The name of Absecom is of Indian origin and supposed to signify "a place for swans." The principal industries of its people are boat building, farming and oystering—the latter being carried on quite extensively, the oysters of Absecom and contiguous bays being very fine and in great demand in the markets of Philadelphia and elsewhere. There are two churches—Presbyterian and Methodist, two schools, a hotel and cottage for boarders. The Camden and Atlantic Railroad passes through the town. Population, 507.

**Benjamin Burrough,** Wheelwright and Carriage Builder, Adams Street.—In the building of fine carriages and substantial wagons, Mr. Burrough has long held a high reputation for first-class workmanship. He has been in the business over thirty years, and during that time has made numbers of vehicles which have been highly commended for their qualities of durability and strength. Mr. Burrough came to Absecom originally from Medford, N. J., and for thirty years has resided here. Repairing is also attended to by him, and he keeps three hands constantly employed. He is himself a thorough practical workman and gives his special attention and examination to all work before it leaves his place. His shop is 20x36 feet in size, two-story high, and well adapted to his business. He is an honored citizen and industrious workman, who guarantees all work emanating from his establishment.

**W. J. Alexander,** successor to D. Lee & Son, Planing Mills and Dealer in Feed, Flour, Coal and Lumber, beside C. & A. R. R.—The planing mills and lumber yards of Mr. Alexander excel all similar establishments in this township. The yards are situated on the Camden and Atlantic Railroad, one-fourth mile from the depot, and the buildings, yards and sheds used, cover over an acre and a half of ground. The planing mill is a two-story building 30x60 feet in size. The yards and building are constantly kept filled with all kinds of lumber, sash, doors, flooring, siding, mouldings, shingles, flour,

feed and coal, which are sold wholesale and retail, in any quantity. Four hands are employed in the business, and the trade done makes the establishment one of the largest in the county. In the planing mill can be seen all the necessary machines for dressing lumber, and they are driven by a fine twenty-horse power engine. The machinery is as follows: One moulder, one shingle saw, one planer, one ree-saw, one cross-cut saw, one rip saw, and one circular saw. W. J. Alexander is a man capable of filling the position, and a native of Ireland, coming to this country in 1847. He is highly respected and well thought of. This establishment was founded by Mr. Conover fifteen years ago, and Messrs D. Lee & Son conducted it up the time of Mr. Alexander becoming proprietor.

**J. Adams,** Blacksmith, Adams Street.—Mr. Adams has been a resident of Absecom since 1853, and for two years has been engaged in business as a blacksmith. His shops are 16x30 feet in size, and every facility is put forth for the advancement of his business. He employs one hand, who is a thorough and competent journeyman. He is a practical man, familiar with all the details of the trade, and is specially engaged as a general blacksmith, carriage-ironer and horseshoer. He is a native of Port Republic, Atlantic County, N. J., and is highly esteemed as an upright business man and citizen.

**Enoch Cordery**, Blacksmith.—One of the leading blacksmiths in Absecon, is Mr. Cordery, who has been engaged in the business for the past sixty years. His place of business is 20x32 feet in size, and well adapted to the trade. He employs three hands who are constantly kept engaged. Mr. Cordery is also a shipsmith and the only one on this part of the coast. He has an invention which has never been patented, of an oyster-tong, and is used by all the oys-

termen in this vicinity. Mr. Cordery is a man highly respected and well known throughout the State. In 1857-8 and 9, he was elected Senator from this district, and at present he is Judge of the Common Pleas Court of Atlantic County, which position he has held for the past five years, and recently was reappointed for the ensuing five. As a business man he is prompt and reliable, and highly esteemed as a citizen. He is a vessel owner and ship builder and full of activity.

## PLEASANTVILLE.

This is an attractive village of about one hundred houses, situated five miles northwesterly from Atlantic City, and sixty from Philadelphia, on a high and commanding bluff, with a beautiful landscape, embracing Atlantic City, Ocean City, Somers Point, the Atlantic Ocean, with the intervening inland bays and thoroughfares, and numerous islands and salt marshes. The soil surrounding is dry and porous, well adapted to the cultivation of all small fruits. Their is an unfailing supply of the purest water obtained from wells, at the depth of twenty or thirty feet. As a health resort it is unsurpassed. It is entirely free from all malaria, there being no low swampy lands. There are two churches, two schools, six stores, and a post office within half a mile.

**Scully's Cottage**, Mrs. E. A. Scull, Proprietress.—Scully's Cottage is the oldest and only cottage in this village. It was built in 1872 by its present proprietress, and is a handsome building, 30x30 feet in dimensions, three stories in height, and is surrounded by a garden of handsome shrubbery and flowers. The house contains seventeen chambers, tastefully furnished, well lighted and airy. Everything about the premises is kept in perfect order and is scrupulously clean and tidy. A magnificent view of the bay and ocean can be had from three sides of the cottage. The cottage is a fashionable seaside resort for the Philadelphians during the summer months, and is largely patronized. Mrs. Scull is a native of Long Island, and on the decease of her husband in 1872, she erected her present cottage. She is highly respected and much appreciated by all who are acquainted with her.

**D. W. Ingersoll**, General Merchandise.—In Pleasantville are a number of neat and tasteful stores, conducted by men of sound business ability, who deal in a general line of goods, notable among them being D. W. Ingersoll, son of the venerable wheelwright, D. Ingersoll, who since 1871 has been catering to the wants of the community. This business house is one of the oldest in the village, and is consequently well known. The building is 20x32 feet in size, altogether, and two stories high, but the main store being 20x20 feet. This room is well stocked and adapted to the business. The stock consists of groceries, dry goods, notions, hardware, etc., is complete in every department and sold at the lowest prices,

so that the residents can at all times find just what they want at this store, without being obliged to go to Philadelphia. In the rear of the store is a room, 20x12 feet, which is used as a store-room, and the second floor, 20x32 feet, is also used for the same purpose. He does a large business, carrying a stock of \$2,000, and possessing a trade of \$6,000 per annum. Mr. Ingersoll is a native of Pleasantville and has resided here all his life.

**Somers S. Lake**, Dry Goods and Groceries.—The principal locality in Pleasantville for business presents quite an imposing array of establishments devoted to trade, notably among which is that of Mr. Somers S. Lake, dealer in dry goods and groceries, who is among the oldest residents and merchants in this village. He started the business in which he is now engaged in 1878, at his present location, which is a handsome building, 28x28 feet in size, and is filled with a choice stock of goods, embracing every article coming in his line of trade, and comprising all the novelties and standard articles. Mr. Lake is a close buyer and keeps well posted in the markets, and enjoys a large custom. He was born in Pleasantville and resided here all his life, therefore being well known and highly respected by the community. In conjunction with the dry goods and grocery business, he is dealer in tobacco and cigars in a small store adjoining, which is 14x14 feet in size and does a large business in this line. He has also opened another store near the West Jersey Railroad, and is a man of activity, enterprise and push.

## CITY OF CAMDEN.

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THE LARGEST CITY IN SOUTH JERSEY AND AN IMPORTANT RAILROAD  
CENTRE—THE LOCATION OF MANY EXTENSIVE INDUSTRIES  
AND MARINE RAILWAYS.

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The city of Camden is located immediately opposite Philadelphia and is the county-seat of Camden County and a port of entry. The site upon which the town stands was taken up between the years 1681 and 1685, in several parcels, by Messrs. Cooper, Runyan and Morris. In 1678, Samuel Morris purchased the land now occupied by South Camden, of Edward Byllinge and trustees, part of which was subsequently conveyed by him to Robert Turner and by him to John Kaighn. Further up a tract was located on September 20th, 1681, by William Royden, a purchase from the trustees of Byllinge. This included the land between Kaighn's line and what is now called Cooper Street. This tract was sold in 1689 to William Cooper, who had purchased "Pyne Point," the same now called Cooper's Point. A descendant of this individual, Jacob Cooper, bought from his predecessor one hundred acres of land lying along the Delaware, from Cooper's Street to Kaighn's line, for "the sum of five shillings, as well as for the natural love and affection borne him" by the vendor. By a descendant of this gentleman the town of Camden was laid out, receiving its name from an English nobleman, who had shown himself favorable to the American colonists. As early as 1695 a ferry to Philadelphia was established and the place bore the name of Cooper's Point until changed to its present appellation. In the war of the Revolution it was an important outpost for the British during their occupancy of Philadelphia.

Camden was formerly embraced in Newton Township, Gloucester County, from which it was set off and incorporated by a charter passed February 13th, 1828. The corporate limits of the city at that time embraced an area of about two square miles, the boundaries on the north and east being Cooper's Creek and Newton Township, and south by Little Newton Creek, and on the west by the river Delaware. Within these limits in 1831 were included "several farms and fields, the actual city extending in detached villages along the river, the most northerly of which was Cooper's Point, at which place was established the first settlement and ferry; the next largest is Camden proper, lying east of Windmill Island, and further down are South Camden and Kaighn's Point, lying opposite the old Navy Yard, and reaching nearly to the southern boundary of the city." A writer, visiting Camden in 1843, thus speaks of the town: "Within the memory of those living, the whole locality of Camden was tilled as a farm, with the exception of a few dwellings along the shore, occupied by fishermen. Then, long lines of black-cherry and mulberry trees stood in the highways, and numerous apple orchards allured the holiday and truant boys from Philadelphia. Camden is exclusively the child of the 19th century and her past growth warrants every hope from the future. It is even now a place of much business—containing seventeen mercantile stores, five churches, bank, three newspapers, eight hotels, etc. There are several public gardens resorted to during the summer by thousands from Philadelphia, to which place there are six ferries."

With what contrast is Camden of the present, her population of less than 4,000 when the above was first penned, has increased tenfold, and there is now a city of large industries and numerous mercantile enterprises. It is a port of entry, and the fourth largest city in the State, Newark, Jersey City and Paterson alone preceding it. Camden's railroad facilities are unexcelled, it having a complete system of rail communication with all points in the State, being the rail terminus of the United Railroads of New Jersey, owned by the Pennsylvania Railroad, the West Jersey, the Camden and Atlantic, the Philadelphia and Atlantic City, the Camden, Gloucester and Mt. Ephriam, and the many branch lines in all directions of several of the railroads named, besides having direct communication with the New Jersey Southern and the Central Railroad of New Jersey, and the roads intersecting.

Though Camden has a very large and extensive local, inland and coastwise trade, it is as a manufacturing city it takes a most conspicuous rank, and it owes its steady and rapid growth within the last three decades to the immense establishments that have been formed and developed within the city limits during the period; the manufactures comprise several iron foundries and mills (some of them among the largest and

most extensive in the country), several large woolen and cotton mills, the largest steel pen manufactory, and the only nickle refinery on this continent, and numerous extensive manufacturers of fertilizers and chemicals, dyes, paints oil-cloth, shawls, sheet metal goods, machinery, etc.; there are several ship yards, dry docks and marine railways, one of the establishments being among the largest ship-building enterprises of the country with unsurpassed facilities for building iron vessels of the first class.

Between Camden and Philadelphia there are five ferry lines: from Shackamaxon and Vine Streets to Cooper's Point; from Market Street every ten minutes to each Market and Federal Streets, Camden, and from South Street to Kaighn's Avenue. These have large and powerful ferry-boats and carry a constant stream of passengers between the two cities. The travel through Camden is immense, and as a thoroughfare it would probably take rank only second to Jersey City.

Its schools, churches, public institutions and hotels are numerous and complete, and in every respect are equal to those of towns of similar population throughout the country. It is built upon an extended plane and is regularly planned. The buildings are principally brick, many of them handsome structures, and the general appearance of the city is neat and pleasant. The newspapers of Camden are: the *West Jersey Press*, published weekly, by Sinnickson Chew—it was first issued as the *Camden Mail* in 1820, then as the *West Jerseyman*, and in 1860 under the present name. The *Camden Democrat* was first issued in 1832, succeeding the *Eagle*, and assuming the present name in 1846; published weekly, by Wills & Semple. *Daily Post*, first issued October 2d, 1875, and published in the afternoon, by H. L. Bourall & Son; and the *Courier*, published daily and weekly by Frank L. Patterson. The population of the city in 1851 was 9,478; in 1860, 14,358; in 1870, 20,045; and in 1880 it had reached a population of 41,714, a part of the increase being due to the annexation of Newton Township to the city, though the actual growth has been about 15,000. The present population, 1882, is estimated at 45,000. The prominent industries are as follows:

**Aroma Mills,** Browning Brothers, Proprietors. Manufacturers of Dye Wood and Chemicals.—Camden is fast acquiring a pre-eminent reputation as a manufacturing centre, and there are certain enterprises carried on here which cannot be regarded as of secondary importance to the growth and prosperity of the city, in an industrial sense. Of such firms as are entitled to consideration, and would naturally be suggested by the above remark, that of Browning & Brothers must not be forgotten. Established in 1840, the business was commenced on a limited scale, growing gradually from year to year, the founders and proprietors paying more attention to the excellence of their production than the amount of sales or monetary returns. The present plant of the firm is located in the southeastern portion of the city, on Cooper's Creek, and includes nine buildings, ample in construction and thoroughly supplied with all the necessary and improved appliances for the manufacture of their specialties, which consists of dye woods and chemicals. Sixty operatives, most of whom are experts in the working of the above, are engaged here, while five engines and forty boilers are required to move the machinery, which is in many respects novel, ingenious and unique. The members of the firm, during the forty-two years of its existence, have devoted themselves with ardor to the production of dye woods and chemicals, which should be, at least, equal to any manufactured in the country, and vie in excellence with imported goods. That they have succeeded in this object is no matter of doubt, and the excellence they have acquired in the production of their specialties, is such as to have created a demand from the nearest as well as the most remote points in the United States and many portions of Europe, and reaching an annual business of very large proportions. The individual members of the firm are George G., George Maurice and G. Browning, all natives of New Jersey. They have an office at 42 and 44 North Front Street, Philadelphia. The standing of the firm is so well known as to need no commendation at our hands; suffice it to say, that in a career extending over

so long a period, they have maintained a reputation of which they may be justly proud, and for which they are entitled to the highest esteem and consideration.

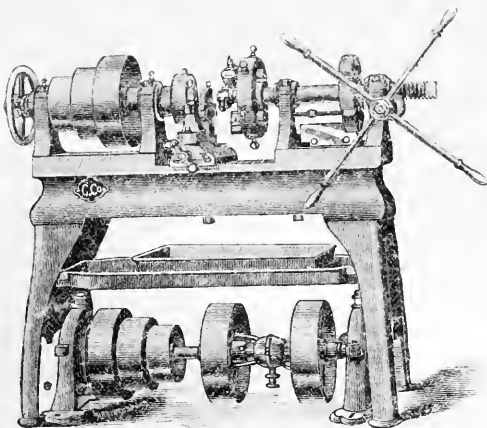
**J. F. Blair & Co.,** Manufacturers of Machinists' Tools, Northwest corner Pearl and Point Streets.—In a manufacturing city like Camden, many important branches of industry are conducted, with which the general public are but little acquainted. One of the main objects of this work is to convey to the world, in as clear and concise a manner as possible, reliable information concerning the industrial resources of this community. The manufacture of machinists' tools in their various forms is an industry of considerable importance, and one of the leading enterprises in Camden, so engaged, is that of J. F. Blair & Co., who are eligibly located at the northwest corner of Pearl and Point Streets. This concern was removed December 1st, 1881, from Fifteenth Street and Pennsylvania Avenue, Philadelphia, where it was located for two years and now occupies two large rooms in a two-story brick building, 50x150 feet in size. The proprietors have fitted their establishment with the latest improved machinery in the market and possess facilities for manufacture of a high order, together with an engine of sixty-horse power. In the various departments of the business there are employed from twenty-five to fifty skilled employees, the number being regulated by the orders for their specialties, which include planes and lathes. The firm have manufactured these articles for concerns in various sections of the country and from all there has been a generous testimony of their superiority and excellence. They also manufacture machinists' tools of all kinds and possess the facilities for turning out all orders promptly and of material the best. The firm is composed of J. F. Blair, a native of Vermont, and J. G. Gage, of Massachusetts, and brother of D. T. Gage, the owner of the property and buildings. They have made the business a study, devoting much attention to the various improvements which they have introduced in the matter of manufacturing and finishing of their specialties.



**J. Hammond Gray**, Manufacturer of Gray's Improved Patent Screw Machines and Screw Machine Tools, corner Point and Pearl Streets.—The Clinton Company, J. Hammond Gray, Proprietor, is one of those industries that will naturally claim a prominent position in this work, and while not so large as some in other branches of manufacture, it is distinctive, owing to the specialty produced. The concern is located at the corner of Point and Pearl Streets, in a large building, admirably arranged in every portion, and supplied with all the necessary machinery for the skillful production of the goods manufactured. There are twelve hands employed and an engine of eighty-horse power. The works are specially employed in the manufacture of Gray's Improved Patent Screw Machines and Screw Machine Tools, which are guaranteed to be the simplest, cheapest, most durable and practical machines and tools ever produced for making from bar-iron all kinds of cap and set-screws, studs and pins. The machines are constructed under the immediate supervision of the proprietor, who is their patentee, and each are guaranteed to be of the very best material. Wherever introduced they have been recognized as the best in the market. Mr. Gray also manufactures these machines for turning, pointing and threading, forged bolts, tapping and facing nuts, cutting off iron, etc., and are especially adapted for machinists' use. Mr. Gray has perfected a machine that combines a lathe as well as the screw machine, doing the work of both; can be used as a lathe only, and by an improved attachment, easily and readily applied, makes a perfect screw machine, which thus places it within the reach of those using either of the above, with the advantage of having both in one at about the cost of one. Application made to Mr. Gray, will give those desiring a view of this machine, taken by the phototype process, and from which every detail of its construction can be seen. Mr. Gray, the patentee and manufacturer, was born in New Hampshire, in 1836, and first commenced the manufacture of revolving head screw machines, in Worcester, Mass., in 1868. In 1876 he removed to Philadelphia, where he remained until 1882, when he located in Camden. In 1881 the style of the head of the concern was changed to the Clinton Company, and under that name the business is now conducted. He has built up a trade that extends over the United States and Canada, and is constantly increasing. It is to be fairly presumed that the future prosperity and growth of this enterprise will be commensurate with the assured growth and prosperity of the city. The continuous success which has attended the conduct of the business ever since its inception, together with the well-known skill and enterprise of the proprietor, seem to warrant this assumption.

**James K. Street**, General Hardware and House Furnishing, corner Fourth and Market Streets.—In a comprehensive view of the manufacturing and mechanical interests and industries of this important city,

the establishment of Mr. James K. Street is entitled, to creditable mention. Originated a number of years ago this house has steadily grown in its business and influence until, at the present, it has reached the commanding position in the line of hardware in this city. The stock, which is large, embraces a full assortment of farmers' and mechanics' tools, table and pocket cutlery, housekeepers' goods and the many articles belonging to the hardware business. Mr.



Street is most desirably located at the southeast corner of Fourth and Market Streets, in the well-known Morgan Hall building. The store is large and has an attractive front on both streets. No similar establishment in the city presents to the consideration of its patrons a more varied or complete stock of goods. Mr. Street has had ample business experience, and the energy and enterprise which characterizes his business transactions fully entitles him to a high rank among the business men of the city.

**Joseph Franklin**, Livery, Sale, Boarding and Exchange Stables, 56 North Second Street.—Any enterprise that is well managed is sure of success; hence, it is found that since Mr. Joseph Franklin established himself in the livery business in 1860, he has been successful in his efforts to cater to the wants of the public. All along he has shown a complete and thorough knowledge of what was required, a taste in his outfits and a careful supervision of every detail in the several departments and necessary equipments that has given his establishment a name second to none in the city. His stables are at 60 North Second Street, where he has ample accommodations for his many head of horses, together with the large stock of coaches, buggies, phaetons, cutters, sleighs, etc. He makes a specialty of furnishing carriages for parties, weddings and funerals and is abundantly able to provide a number of stylish turnouts. The harness and robes furnished are first-class, of elegant style and finish, special care being taken that everything turned out from the establishment is supplied with every requisite for comfort and safety.

**H. Harrison Groff**, Lumber and Mill Work, corner Point and Elm Streets.—Prominent among those engaged in the above business in Camden, is Mr. H. Harrison Groff, who started business at the corner of Point and Elm Streets, in 1880, as the successor of John F. Tudor. He now carries a stock of \$15,000, and does an annual business amounting to over \$60,000. The planing mill is a two-story building of brick, 80x100 feet in dimensions and is provided throughout with the best and most approved machinery, the facilities being first-class in every particular. An engine of seventy-horse power furnishes the motor, and employment is given to fifty experienced workmen, to whom are distributed weekly about \$450. Mr. Groff manufactures sash, blinds, shutters, doors, mouldings, window frames, house trimmings, brackets and makes a specialty of boxes, cabinets and similar work. The lumber yard is completely stocked with every description of building lumber, thoroughly seasoned and sold at lowest prices. The trade is located over a greater part of the country, and is rapidly increasing, Mr. Groff's facilities being of such a character as to meet promptly any demand that is made upon him, with good lumber and first-class work. Mr. Groff was born in Pennsylvania and through his energy and activity, and the persevering and untiring efforts, has secured the excellent business he now enjoys. He is Adjutant of the First Regiment of Pennsylvania.

**James Camac**, Brick Yard, Twelfth and Federal Streets.—Few cities in this county have made such rapid advances as has Camden during the past decade; in that time, more than doubling the number of inhabitants, and also erecting a vast number of brick structures. This growth has called for a large amount of bricks, and the industry has made wonderful advancement. One of the newest concerns so engaged, is that of Mr. James Camac, whose yards are eligibly located at Twelfth and Federal Streets. The yard includes about three acres, upon which there are kilns of annual capacity of one million bricks, and the various other buildings and sheds essential to carrying on the business. He manufactures an excellent quality of brick, and although established in 1881, has already built up a desirable trade, which requires an outlay of from \$2,000 to \$3,000 capital. Mr. Camac has a bed of most excellent clay, from which he is able to produce a brick which will stand the severest tests of fire and weather, and wherever used have demonstrated their excellence. He is now employing about twelve hands, and will produce bricks to the full capacity of his kilns. Mr. Camac was born in Philadelphia in 1826, and has spent the greater part of his life in this section of the country.

**R. H. & B. C. Reeve**, Manufacturers of Oil-Cloth, Pine Street above Haddon Avenue.—We are free to admit in descending upon the many advantages in all departments of trade, manufactures and commerce, that pertain to Camden, that one of the most important enterprises connected with the community is that which relates to the manufacture of oil-cloth, a leading house being that of R. H. & B. C. Reeve. This firm, which is composed individually of R. H. & B. C. Reeve, was established in 1868, and though commencing with much smaller facilities than are now enjoyed, succeeded in rapidly extending their business until at present it requires an outlay of a capital of \$100,000. The works, located on Pine Street above Haddon Avenue, occupy an area of four acres, upon

which there are seven separate and ample buildings, each supplied with latest improved appliances for their special departments. The firm employ from sixty to seventy hands, to whom are paid weekly about \$1,200, and turning out annually about 700,000 yards of finished cloth. There are two engines—one of twenty and the other of ten-horse power. They manufacture all kinds of oil-cloth, using in each process of its production the greatest care and only the best materials. From the raw cloth to the drying, the cloth passes through the hands of skilled labor and under the charge of superintendents specially adapted for the trade, thus insuring a grade of goods the equal of any manufactured in this country. The Burlaps used by this firm are imported direct from Dundee, Scotland. Their trade is distributed throughout the different States of the Union and its volume is in every respect satisfactory. Both members of the firm are natives of Salem County, New Jersey, and have been residents of Camden for a number of years. They have established a reputation wherever their trade extends, of such a character as to make personal comment invidious.

**Henry Stiles**, Camden Keystone Marble Works, 1600 Federal Street.—The work done at this establishment will compare favorably with that of any similar concern in the county. Mr. Stiles established himself at the above location in 1878, and the lapse of time has found him gaining the patronage and adding to his well-known reputation from year to year, until at the present time he transacts a business of \$4,000 per annum, and carrying a stock of about \$1,500. The location is a desirable one, and his yards are favorably known as the "Camden Keystone Marble Works." Mr. Stiles' business is but faintly described in a brief general description of what is usually understood by the rather indefinite designation, "a marble yard." Monuments, tombs, headstones, posts for burial lots are chiseled from the rough stone, and things of beauty take shape under the eye and hand of the trained and experienced artisan. All kinds of cemetery work, lawn ornaments, and facings and trimmings for buildings are made here and carried in stock. Marble and granites are kept on hand, and original designs furnished when desired. The business occupies an office and workshop of 16x30 feet, included within a lot having a frontage of 30 feet and a depth of 200 feet. The proprietor and head of this establishment, Mr. Stiles, was born in this State in 1852.

**Daniel J. Patton**, Apothecary, Southwest corner Second and Market Streets.—The above store had been in the occupation of Mr. S. T. Ringle for several years previous to the advent of the present proprietor, and had enjoyed a fair share of the patronage of the inhabitants. Mr. D. J. Patton is a native of Burlington, N. J., and studied for seven and a half years at Mr. Fred'k Brown's Pharmacy, Fifth and Chestnut Streets, Philadelphia, and graduated at the Philadelphia Pharmacy College, and for a further period of seven years was manager of Mr. Lancaster Thomas' establishment, Nineteenth and Pine, Philadelphia. This gentleman has entered upon his enterprise thoroughly realizing the responsibilities of his profession and fully determined to use none but the purest and best ingredients in making up prescriptions, which department he makes a specialty. The stock comprises a full line of carefully selected drugs, chemicals, patent medicines, toilet requisites, etc.

**R. R. Miller**, Insurance Rooms, 112 Federal Street.—The subject of insurance is one that interests business men, and no prudent gentleman, either in public or private life, who has money values or property would neglect to make some provision against a possible loss. This rule is substantially the same in regards to life insurance, which enables the person to provide for those who are left at his death. In making such provisions, either for life or fire, the first essential point is the selection of a first-class, reliable company, one that has stood the trials of business life for a long term of years, and has installed itself into the confidence of the community by an honorable course. This course having been adopted, the future is about ready to provide for itself, and the insurer feels that he has accomplished an undertaking that will give him great comfort, and so he has. Of late years the insurance business has become one of the most important in the country, and we see agencies that are thoroughly equipped with the best companies of the world ready for business in all legitimate branches of insurance. In reviewing the industries of Camden the writer was introduced to one of these large concerns, that of Mr. R. R. Miller, whose handsome office is situated at 112 Federal Street. This agency, probably the largest in South Jersey, represents some of the best companies of this country and Europe, aggregating in capital over \$50,000,000. The very extended representation enables Mr. Miller to place either fire, life, marine, inland or accident insurance, and at rates of the most satisfactory character. An important consideration with those who insure at this office is that all losses are promptly adjusted and paid from this office. Among the companies which Mr. Miller represents are the Insurance Co. of North America, of Phila.; Pennsylvania Fire Insurance Co.; Royal Insurance Co., Liverpool, Eng.; London and Lancashire, of Liverpool, Eng.; Phoenix Assurance Co., of London; Williamsburgh City Fire Insurance Co., Brooklyn, N. Y.; Manufacturers' Insurance Co., Newark, N. J.; British American Assurance Co., Toronto, Can.; Insurance Co., of the State of Penn'a, of Phila.; Traveler's Life Insurance Co., Hartford, Conn.; Traveler's Accident Insurance Co., Hartford, Conn. Total assets over \$50,000,000. Mr. Miller is a gentleman thoroughly versed with every detail of the insurance business, and his long experience in this line, dating from 1860, together with the very high esteem in which he is held by all his fellow-citizens, places him in a most favorable position to transact judiciously, promptly and satisfactorily the matter of insuring of the applicant's person or property.

**Richard G. Stevenson**, Drugs and Chemicals, Northwest corner Sixth and Market Streets.—The demands upon the druggist are constant and of a most exacting nature, and require for its successful prosecution, a man of intelligence, capacity and mercantile ability. Add to these a man versed in the formulae of materia medica in the most thorough manner, and you have in his establishment one well worthy the confidence and patronage of the community. In reviewing the industries of Camden attention was attracted to the drug house of Richard G. Stevenson, which occupies a fine business location on the above corner. Drugs, chemicals, medicines, wines for medicinal purposes, aniline colors, dye stuffs, toilet soaps, perfumeries and toilet articles in general, and an endless variety of goods known to the trade as druggists' sundries, trusses, braces, and surgical bandages, and appliances of dif-

ferent kinds, all go to make the stock one of the largest in the town. The compounding of physicians' prescriptions and family recipes is a special feature of the business to which extra care and attention are devoted. Mr. Stevenson is well known as a representative business man, and not only prominent in trade circles but in social walks of life he occupies an enviable position.

**R. A. Wills**, Plumber and Gas-Fitter, 212 Market Street.—The improvements in the supplying of water and gas has augmented very materially the business of the plumber and gas-fitter, and it has now, to successfully conduct it, become an enterprise requiring the greatest care and the most exacting workmanship. In this connection we wish to call attention to a house that has demonstrated its ability in this direction by many years' experience, and one that now controls a large trade. It is that of Mr. R. A. Wills, who is located at No. 212 Market Street, where he conducts the plumbing, gas and steam-fitting business. The trade of the house of late years has largely increased, and from careful investigations it is apparent that it does a business equaling any other house devoted exclusively to the same line of business, while its patrons are largely composed of the leading business and wealthy classes. He keeps a full line of plumbing supplies, gas fixtures, pipe and water fixtures, and is at all times prepared to promptly and satisfactorily execute all contracts intrusted to him. Mr. Wills is a gentleman highly esteemed in the community, and as a successful business man may be ranked among her foremost citizens.

**Krips & Shearman**, Marble Works, Federal Street, near the Court House.—In the city of Camden there are several works engaged in the marble trade, but to the firm of Krips & Shearman must be accorded the leading place. Their location is one of the most desirable in the city, it being on Federal Street, near the County Court House, where they have ample room for transacting their large business. They give particular attention to contracting for all kinds for building purposes on the most reasonable terms, and have within the city many beautiful evidences of their capabilities in this direction. They execute fine work in the execution of monuments, headstones, mantels, shelves and brackets, and also clean and re-letter monuments and headstones as they stand in the cemetery. Having in their employ a number of skilled hands, they are able to guarantee the very best workmanship and prompt execution of all contracts that are intrusted to them. These two facts have been instrumental in the building up of the firm's business, and the retaining it after once secured.

**Singer Manufacturing Co.**, G. Van Benschoten, Manager, 530 Federal Street.—The office of the Singer Sewing Machine Company in Camden, supplying the people of Camden and portions of the adjacent counties is at No. 530 Federal Street and managed by Mr. G. Van Benschoten, who has achieved his success not only on the merits of the machines but by dealing with every one fairly and alike, making no deviations in prices and giving full instructions on every machine sold. Mr. Van Benschoten employs several assistants, engaged in looking after the business, giving instructions and seeing that every machine works properly. The office is a neat and attractive salesroom and here is kept a very extensive assortment of the well-known Singer machines.

**Joseph Baymore**, Mast and Spar Maker, Yards above Pier 1, Port Richmond, Philadelphia, Cooper's Point, Camden, N. J., Office, No. 118 North Delaware Avenue, Philadelphia.—Mr. Joseph Baymore is largely engaged in the making of masts, and in this specialty he has built up a large business. This gentleman, a number of years ago, began operations at the foot of William Street, in Richmond, Philadelphia, and where he still remains. The continued growth of ship-building at Cooper's Point, Camden, led him in 1871 to start a branch there, and he soon after began to experience the wisdom of the change. The plant is most availably situated, and includes a plot of ground of about five acres in extent, and upon which are ample buildings, the main one being ninety feet in width and one hundred and twenty feet in length. A conveniently arranged timber pen is located at the foot of Pearl Street. Mr. Baymore employs twenty-six hands, to whom he distributes a pay-roll of \$350 weekly. His business requires the outlay of about \$10,000, and its annual amount reaches a very significant figure. Mr. Baymore makes a specialty of manufacturing masts for vessels of all sizes, and his facilities will permit of the production of one ninety-five feet long, and twenty-eight inches in diameter when finished. These are cut from the very choicest timber and are guaranteed to be the finest that can be made. Mr. Baymore has in his yard an able assistant in the person of Mr. Ennis Bowen, who occupies the position of foreman. The proprietor, Mr. Baymore, is a native of Philadelphia, where he spent the greater part of his life. The influence exercised by this gentleman in the promotion of the ship-building trade at Camden has been of the most salutary and useful character, and has led in no small degree to the promotion of an industry which seems destined to become one of the most important in the State. His office is connected by private telephone with both yards.

**Richard Williamson & Co.**, Manufacturers of Worsteds, offices, 95 Greene St., New York City, and 20 Strawberry Street, Philadelphia, factory, Camden, N. J.—Although it must be confessed that there are manufacturing centres in the United States of more seeming prominence than Camden, yet from a critical examination it is very questionable whether any other community of like size can exhibit so great a diversity in the character of the industries carried on and promoted, as are found in active operation in this city. Among these enterprises is that of Richard Williamson & Co., who are extensively engaged in the manufacture of worsted goods, and whose offices are located at 95 Greene Street, New York, and No. 20 Strawberry Street, Philadelphia. This firm produce a varied lot of these goods, and have built up a large and rapidly increasing trade, extending over a wide section of country. Great care is exercised by them in the manufacture of their specialties, linings, coatings and dress goods, using the best raw material and employing the most improved machinery and skilled labor of the highest order. The firm occupy two buildings, the main one being 60x120 feet in dimensions and two stories in height. The goods manufactured by this firm hold the highest reputation in the market for quality and durability, and no other firm in the city has a better record in their line of business. This firm manufacture the goods, taking the wool in its raw state and producing the finished cloth.

**George W. Gardner**, Cigars and Tobacco, corner Sixth and Pearl Streets.—George W. Gardner started in business at his present stand, northeast corner Sixth and Pearl, in 1876; previous to this he was a police officer on the Camden force, which position he held for one term. As he became known for keeping a good article his trade increased, and at the present time he does as fine a business as most in his line in the city. About a year ago he introduced a pool table in his store, and now the place is well patronized by the majority of the young men in that vicinity. Mr. Gardner is one of the leading Democratic politicians in the Second Ward, and as such is held in high esteem by his party who seek his advice and counsel in all political matters. Mr. Gardner deserves well of his fellow-citizens as he is an old veteran of the U. S. army, and passed through the Florida war 1841, and also the Mexican war.

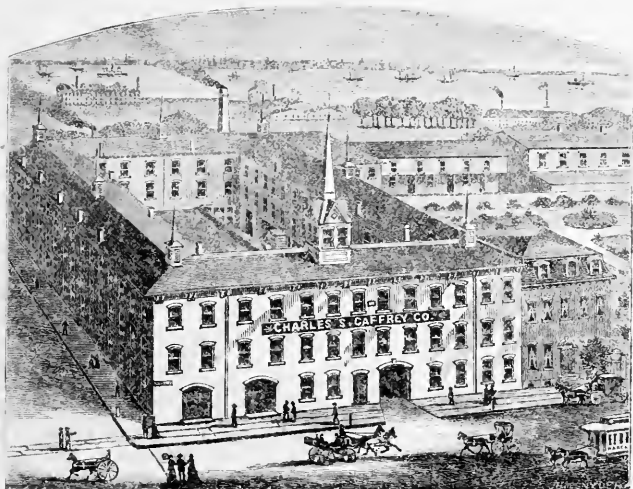
**N. G. Myers**, Oak and Cedar Cooper, 423 Market Street.—This well established factory is known throughout the county, the trade being enormous. Mr. N. G. Myers started in business directly after the war and his trade has advanced gradually until now he has all that one pair of hands can do. He does not confine himself to repairing but his principal work is new. Mr. Myers is a native of Philadelphia and served six years in the United States Navy Department, a portion of the time being during the late war, as cooper on one of our staff ships, giving general and perfect satisfaction to all, and well liked by those coming in contact with him, he being an honorable, just and enterprising business man.

**F. P. Middleton**, Undertaker, 319 Market Street.—The undertaking business is one that requires a gentleman that is possessed of unusual qualifications and such as are not called into action in any other occupation. He is called upon to perform duties that are more or less painful, and at the same time are most essential. Among those following this business probably no one is better known or more universally esteemed than Mr. Frank P. Middleton, whose office is located at No. 319 Market Street, where he has been established since 1876. Mr. Frank P. Middleton succeeded to the business of his father, deceased, and has all the facilities for properly conducting the business, together with handsome hearses and other paraphernalia. He furnishes carriages for funeral purposes at a moderate cost. Mr. Middleton is a gentleman known throughout the entire community and respected and esteemed alike by all.

**C. Wm. Turnley**, Camden Floral Depot, 116 Market Street, Camden, N. J.—Mr. C. Wm. Turnley, who had lived in Camden from his childhood succeeded to the business of florist at the above stand in 1878. The stand on Market Street is simply a branch greenhouse and but a small part of the whole establishment which is located at the charming borough of Haddonfield, Camden County, where the proprietor has a residence, greenhouse and grounds nearly four acres in extent, all utilized in the production of plants and flowers. Mr. Turnley was awarded first premium for the best floral design at the State Horticultural Fair at Mount Holly, and also at the Pennsylvania State Fair. He makes a specialty of bouquets, bridal and funeral designs (in which he excels as the above awards testify), and also in the decoration of churches and for receptions, balls, etc.

**Charles S. Caffrey Co., Carriage Builders.** Warerooms, 1522 Chestnut Street, Philadelphia. Manufactories, Market and Tenth Streets, Camden, and Chester Street, above Race, between Eighth and Ninth Streets, Philadelphia.—The above concern dates its inception in 1853, and for many years was conducted solely by Mr. Caffrey. In November, 1879, the Charles S. Caffrey Company was organized and the business is now conducted by it. The Company has paid in capital of \$63,000, and the annual

have a branch factory on Chester Street, above Race Street, between Eighth and Ninth Streets, and ware-rooms at 1522 Chestnut Street, Philadelphia, as well as agencies in all the principal cities of the country. The officers of the Company are, President, Charles S. Caffrey; Secretary, H. B. Paul; Treasurer, H. Stiles; Directors, Charles S. Caffrey, Andrew Marshall, T. J. Caffrey, John Stiles, J. H. Caffrey, Harry Stiles and Edward Nieland, all gentlemen thoroughly understanding the manufacture of carriages.



sales reach over \$150,000, with a trade extending over the entire country. The main factory is located at Market and Tenth Streets, Camden, where they occupy a large three-story brick building, 100x108 feet. This building was specially constructed for this business, after its predecessor was destroyed by fire, and is supplied with the convenient requisites for the manufacture of fine carriages of all kinds. The capacity is such that manufactured work to the value of \$350,000 can be turned out annually. The Company employ one hundred and fifty men, to whom is paid weekly about \$1,300. The productions of the Charles S. Caffrey Company are believed to be the equal of any vehicles manufactured in this country, and are wonderful specimens of the ingenuity of man. Fine carriages of every description, including top and no-top buggies, end spring and side-bar buggies, two and three-spring phaetons, jump seat and side-bar carriages, rockaways, etc., unequalled in design, construction and finish, are turned out. Having recently increased their facilities they have added to their manufactures a heavier class of carriages, such as Broughams, Loundallettes, etc. A prominent specialty with the Company is the building of the celebrated Caffrey track wagon and sulkey, which is known in all portions of the United States. They control two patents on these wagons, and as built by them are without equals anywhere. The Company

**Michael C. Lyons, Marble Yard, Fifth and Pearl Streets.**—The laudable ambition of every one is to erect a monument over the grave of departed relatives and loved ones. It is the last that can be done for the dead and a duty that none should neglect. In the way of marble and granite monuments, headstones and posts, no firm or individual in Camden, offers greater inducements than the subject of this sketch, Mr. Michael C. Lyons, whose yards are located at the corner of Fifth and Pearl Streets. He started here about seven years ago, and has gradually built up a most satisfactory trade, now requiring the outlay of about \$2,000. His facilities for filling any order that may be given him are not excelled and his work, in material, design and artistic execution, are all that could be desired. The yard and buildings occupy about one acre of ground and, during the busy season, eight skilled workmen are employed, the annual business amounting to from \$8,000 to \$10,000, derived from Camden and the country adjacent. Mr. Lyons carries a full stock of marble, including that in the rough and in the finished state, and is ready to promptly execute all orders in the most thorough manner. Mr. Lyons was born in Ireland, and came to this country in 1840, first entering into the marble business on Callowhill Street, Philadelphia, in 1865, and where he remained until his removal to Camden, seven years ago.

**Jos. S. Wasielewski**, Merchant Tailor, 214 Market Street.—This concern has been established for a number of years, and is one of the best known merchant tailoring establishments in the city. Mr. Wasielewski started with a nominal capital, and is among the number of self-made business men who owe the position they have attained to native energy, perseverance and sterling business qualities. The store occupied at 214 Market Street, is in every respect convenient for the business, and central for trade from all sections of the city. Here are displayed a large and elegant line of piece goods, embracing the finest foreign and domestic manufactured fabrics for gentlemen's suitage or separate garments, at bottom prices, and the workmanship has no superior in fit, style or excellence. To those desiring these qualities no further comment is necessary. This house enjoys the patronage of the most fashionable and best class of citizens. A number of hands are employed, and one of the rules of the house is to make no mistakes in fitting, and at the same time finish all orders at the time desired. Knowing the reliability that is a feature of the house, patrons are never loth to recommend it to their friends, and the trade thereby is continually growing. The proprietor is a practical and efficient tailor, and a gentleman enjoying the same high social standing in the community at large that his house has always had in the business community.

**W. H. Braddock**, Druggist, Third and Elm Streets.—Mr. W. H. Braddock is a graduate of Philadelphia College of Pharmacy and has established the well-known stand which he now occupies. He is a young man and brings with him in conjunction with a thorough knowledge of his profession the elements of push, activity and enterprise. He is well versed in materia medica and his stock of drugs, etc., are always fresh, well selected and of the first order of excellence. In compounding prescriptions very minute and careful attention is given and a specialty is made of this department. A well-selected stock of useful and fancy toilet requisites and also a stock of the best home and foreign brands of cigars. Mr. Braddock has only occupied this stand since 1880, but being well acquainted with the community, he has established himself in their confidence and is doing a fine trade. He is a gentleman of pleasing manners and is thoroughly practical in his profession, and we predict for him a bright ovation of deserved business success.

**Henry Fredericks**, Hardware, Planing Mill Work, etc., 135 and 137 Federal Street.—In expatiating upon the industries of Camden we should deplore omitting some mention of the well-known house of Henry Fredericks, which is located at 135 and 137 Federal Street. This house does a business in its line probably unequalled by any in the city, and was established in 1856, at the N. W. corner Fourth and Federal Streets. He at once instilled energy and enterprise, and with perseverance soon secured a large trade. The store has a wide front, and has a depth that gives a large floor space. Among the departments of business that devoted to hardware occupies a prominent position. Here is kept a full supply of housekeeping and building materials coming under this head, and selected with care, and by the proprietors in person. He also deals extensively in sash, doors, blinds, shutters, wood mouldings brackets, hot-bed sash, hand rails, newel posts and

balusters, together with lead, paints, kalsomine, glass, oils, putty and brushes. Builders will find that Mr. Fredericks has provided for their wants at prices that are unexcelled, and they should give his stock an inspection before going elsewhere. All orders by mail or stage drivers will receive prompt attention, and satisfaction guaranteed. Mr. Fredericks from his enterprise has identified himself thoroughly with the business interests of this city, and in the special department of trade to which he has given his attention, he stands pre-eminent. As a citizen he is greatly esteemed, and for three years filled the responsible office of Sheriff of Camden County.

**D. H. Erdman**, "Industry Stove Works," 30 Market Street.—Among the houses engaged in the retail trade that have maintained a place during the vicissitudes of these business changes, that known as the "Industry Stove Works" must be accorded its proper place as one of the chief factors in supplying of the city in this department. This well-known establishment was opened in 1857 and is now firmly placed upon a basis of sound business policy. The store, No. 30 Market Street, is located upon one of the main avenues of the town and in every department is ample to conveniently accommodate the already large trade. Mr. D. H. Erdman has manifested that he is engaged in his proper calling, by the wise selection of stock, that is zealously maintained at one common standard of excellence. The visitor to his store will at all times find a large and well-selected stock of stoves, heaters, fire places, ranges and articles of like nature. Few men in the city enjoy the respect and esteem of their fellows to any greater extent than does Mr. D. H. Erdman, and certainly no one in trade circles. A motto of his is that every article sold at his establishment can be relied upon as being just what it is represented.

**Stephen Parsons**, Proprietor of Ferry Hotel, and dealer in Wood and Coal, foot of Federal and Arch Streets.—In reviewing the above branch of trade the writer was convinced by facts that Mr. Stephen Parsons occupies the very foremost place as a dealer in coal and wood. His extensive yards are located at the foot of Federal and Arch Streets, where he has a stock of broken, egg, nut and chestnut coal always on hand, well screened, and of superior quality, which he delivers to the order of the purchaser at the lowest prices. Mr. Parsons is also proprietor of the Ferry Hotel, which has been established since the early years of the present century, and is one of the best known of the hotels in South Jersey. The house has recently been rebuilt in the most convenient manner, and the larder is constantly supplied with the best the market affords, while the bar is well stocked with choice liquors and cigars. Being convenient to the depot of the Pennsylvania Railroad, where arrive the trains of the many lines under their control in New Jersey, and the boats of the Camden and Philadelphia Ferry Company, this hotel is a most desirable one for those coming to Philadelphia on business, as they have here all the comforts and conveniences of houses in the Quaker City at much less cost, and at the same time within a few minutes of the business centre of that city. Good stabling for two hundred horses are connected with the house. Mr. Parsons, the popular host, is one of the best known citizens of Camden.

**Stephen Titus, Hats, Caps, and Gents' Furnishing Goods, 316 Federal Street.**—Few houses in Camden are better known or are more deserving of the fame that a well-established name brings than that of Mr. Stephen Titus, whose handsome store is located at No. 316 Federal Street, and convenient for its patrons from all portions of the city. This establishment dates its origin with 1855, at a time when the city was of small proportions, and also when trade therein was correspondingly small. With the growth of business this house maintained a parallel march, and to-day without doubt controls the largest as well as the best trade of any similar house in the city. The store has an attractive double front, and within the same general care is manifest in the disposition of the well-selected stock, while obliging assistants, under the immediate direction of the proprietor, are in readiness to aid the visitor in his purchases. Mr. Titus's stock of hats, caps and straw goods (in season) embraces every style and quality in men and boys' wear at prices that defy competition and invite inspection. His long experience enables him to purchase his stock of the leading manufacturers, as well as to provide for his patrons the finest and choicest goods produced. Mr. Titus is the manufacturer of silk and pull-over hats with patent seamless bodies at his own manufactory in the rear of his business place. In gent's furnishing goods, he enjoys almost a monopoly of the finer trade, and keeps a stock of neckwear, collars, cuffs, shirts and underwear that are unrivaled in their quality and style. Mr. Titus is a long resident of Camden, and is one of its most esteemed citizens. In the hat and cap trade he is widely known as a merchant of integrity and honor.

**John Farrell, People's Stove Works, 24 Market Street.**—The stove business of Camden has a number of first-class houses, prominent among them being that known as "The People's Stove Works," Mr. John Farrell, proprietor. This establishment is located at No. 24 Market Street, convenient for both city and country trade, and is in every respect desirable for the carrying on of his large business. He established the store in 1879, although his experience extends over years prior to that, he having been a member of the firm of W. H. Allen & Co., who were engaged in the same business a few doors west of the location at present occupied by Mr. Farrell. In the salesroom there is kept in stock a very fine and complete assortment of stoves, heaters and ranges of the best makes in the country, and selected with great care by the proprietor. Few dealers in Camden can display an assortment that in any manner equals this, and none of them controls a larger or more desirable trade in these goods. In addition to the stove business, Mr. Farrell keeps a number of skilled workmen employed in the tin and metal roofing department, in which branch his reputation is most satisfactory. Mr. Farrell is an old citizen of Camden, and has by strict attention to business and promptness in all transactions, built up a large and successful trade.

**James Ragan, Florist, Tenth and Federal Streets.**—One of the most delightful occupations that man can engage in is that of the nurseryman. In a community like Camden and vicinity, where the private grounds of the prominent citizens are increasing in the fruits and shrubbery that surround them, the enterprise is likely to meet with a liberal support, thus making the business an important feature in the general resources. In this city there are several gentle-

men devoting their attention to this business, prominent among the number being Mr. James Ragan, whose houses and grounds are located at Tenth and Federal Streets. His plot is ample and is composed of very rich and highly-productive soil. This is stocked with trees and plants of all kinds, of every description and variety. Mr. Ragan pays very particular attention to the cultivation of flowers and has large and well-furnished hot-houses for their growth. He is always ready to fill orders for cut flowers and will make them into designs or bouquets as the purchaser desires. There are many beautiful and rare varieties of flowers now under cultivation and his labors are generally so well timed that he has abundance always in bloom.

**J. Aitken, Dealer in Fine Groceries, corner West and Mickle Streets.**—Mr. J. Aitken, of West and Mickle Streets, although having just taken charge of the business, he nevertheless is improving it much. Mr. Aitken was born in England and raised at the business, thereby being a competent and able man in managing. His present commodious quarters have a frontage of twenty-two feet on Mickle Street and thirty-eight feet on West Street. This old reliable stand was started many years ago by a Mr. Wright. He being very successful and retiring some time ago it passed into various hands, until at last Mr. Aitken purchased it. His business has advanced very rapidly and he is now contemplating several further improvements. The stock comprises a very general assortment of staple and fancy groceries, fresh and salt meats, canned vegetables, etc., etc., which are guaranteed of the best quality at market prices.

**H. T. & M. Fuchs, Millinery, 516 and 518 Federal Street.**—This is one of the finest appointed and best stocked millinery stores in Camden. It is very commodious, contains three large show windows for the display of goods and every convenience provided for the accommodation of their customers. There are constantly being received, the latest and most fashionable styles of hats, bonnets, etc., and the stock is always kept up to the highest standard. All kinds of fashionable trimmed hats and bonnets are kept on hand, together with untrimmed goods, and all the newest styles of trimming that can be procured. The business extends throughout town and vicinity. The proprietors commenced business in a small way, but gradually increased, until at present their trade is the largest and most highly respected in the county.

**W. A. Davis, M. D., Druggist and Apothecary, corner Third and Washington Streets.**—This gentleman started in business five years ago at the southeast corner of Third and Washington Streets, where he remained for two years, then he moved to his present store and office. Dr. Davis is a graduate of the University of Pennsylvania, class of 1876, and it was directly after receiving his diploma that he opened his store. Finding business so good and getting along so well he purchased his present store, which was at that time a dwelling, and tearing the front out remodeled it to suit his business. His store is 13x36 feet and on a very prominent corner. Mr. Davis is a native of Smyrna, Kent Co., Delaware, and his family is one of the oldest and most prominent landholders in that part of the county. Mr. Davis is assisted by two clerks, who are thoroughly versed in pharmacy, being graduates of pharmacy and are very careful in compounding all prescriptions.

**Johnson & Holt,** Pearl St. Iron Foundry, cor. Point and Pearl Sts.—There are several prominent concerns of this nature in Camden, among them being that of the firm of Johnson & Holt, who are engaged as general iron founders. It is quite a recent enterprise, having commenced operations in May, 1881, with a small capital, and now only fairly started into its second year. They occupy a desirable location at the corner of Point and Pearl Streets, their main building having dimensions of 50x100 feet, with several smaller structures in use for various purposes, in close proximity. They are equipped with recently invented machinery and appliances for their business, their specialty being the manufacture of gray iron castings of all kinds. There is ample engine power, and the works give employment to thirty-five hands, with a weekly pay-roll of \$390. Their trade now reaches about \$5,000 per annum, and is almost entirely local. Their ability to produce anything in their line is of the best, and those having transactions with the firm, will not only find they manufacture the best, but meet all orders with promptness and dispatch. The copartners are Nelson W. Johnson and Benjamin Holt, both of whom are practical men to the business, and thorough iron-workers. The former is a native of this country, while the latter was born in England, and has been a resident of the United States for twelve years. These gentlemen are energetic, progressive and indefatigable in their efforts to promote the substantial interests of the concern, and the general prosperity of the city of Camden.

**W. B. E. Miller,** Veterinary Infirmary, Nos. 411 and 413 William Street.—The horse is an animal peculiarly susceptible to disease which may be caused by a change of climate, change of feed or even water. This unsoundness is not always the result of inattention for in many cases some incompetent practitioner, possessing a little knowledge, which is always dangerous, is called upon to give advice or render service in a case when a thorough knowledge of the anatomy of the horse is absolutely necessary before prescribing or operating. It is, therefore, the safest plan in all cases to call in the services of men who have been bred in the profession, who have passed through a regular course of experience and are possessed of a thorough and practical knowledge of the business. The city of Camden has a gentleman who has a practice, as a veterinary surgeon, extending over the entire Southern and Western Jersey. We have reference to Dr. W. B. E. Miller, whose office and veterinary infirmary is located at Nos. 411 and 413 William Street—residence 439 South Fifth Street. He is a graduate of the American Veterinary College, University of New York and has been engaged in the practice for many years and been called to attend on a large number of important cases. As a veterinary surgeon he is probably better known throughout the State than any other gentleman south or west of Newark and has an exceptional reputation in his profession, besides his extensive private practice. During the existence of the State commission for the investigation of contagious diseases among cattle in 1879, Dr. Miller was one of the veterinary surgeons appointed by the State authorities, and since that time he has held the appointment under the State Board of Health as their official and chief veterinary surgeon, and was again appointed in May, 1881, to the office of cattle inspector for the western frontier of New Jersey and the State of Delaware, by the Department of Agriculture at Washington, and since that time he

has been to a great extent engaged in the examination and detection of disease in animals for the above district.

**H. F. Chew,** Surgeon Dentist, 221 Market Street.—The profession of a dentist is one that requires a great amount of care, and a corresponding amount of study. Prominent among those engaged in this profession in Camden will be found Dr. H. F. Chew, a gentleman of unrivaled ability in this direction. He spent many years of close application in the office of one of the leading dentists of Southern Jersey, and upon graduating opened his office at Camden. It did not take but a short while before his ability was known and he the recipient of a large, first-class patronage. His offices are located at No. 221 Market Street, and are among the finest and most convenient dental rooms in Camden. His operating-room is fitted with all the modern appliances for making the extraction of teeth as easy an operation as is possible, while the filling cannot be excelled. The manufacture of teeth and their mountings upon any of the popular metals or compounds, has been a study with Dr. Chew, who thoroughly guarantees all work that emanates from his hands. Dr. Chew is a native of Salem County, this State, and entered the service of his country during the early years of the late Rebellion. By bravery and service he won many honors and was promoted through various positions, and returned home at the close wearing the bars of a Major. As a dentist he is well known, and those requiring the aid of a skillful surgeon will find him thoroughly conversant with the business and abundantly able to give satisfaction in every case.

**F. A. Kirkbride,** Livery Stables, Front Street, below Market Street.—Among the many livery establishments in Camden, that of Mr. F. A. Kirkbride deserves special mention in this work as being one in every way a representative of the best class of such establishments. His stables on Front Street, below Market, are complete in every way and are arranged in a manner that affords the greatest convenience in every department. He possesses a number of desirable driving animals and an elegant assortment of carriages of all kinds. Riding or driving, single or double teams, can always be secured and a specialty is made of furnishing carriages for weddings or other parties, balls, funerals, etc. Mr. Kirkbride has been in the livery business for several years and has gained a high reputation in the breaking of colts and handling of horses generally and thoroughly understands what is necessary to promote satisfaction among his patrons.

**C. J. Mines, Jr.,** Cigar Manufacturer and Dealer, corner Third and Pine Streets.—Among the neat and attractive stores in Camden, is that occupied by Mr. C. J. Mines, Jr., for the sale and display and manufacture of cigars, tobacco, etc. This gentleman was born in Camden in 1844, and in 1866, directly after the war, he commenced the manufacture of cigars at his present business stand. In 1864 he enlisted in the Fourth New Jersey Volunteers and was wounded in the left arm, and received an honorable discharge in 1865. In 1880 he was elected from the Second District to the Legislature to fill the place vacated by Hon. Alonzo D. Nichols. Mr. Mines employs two hands in the manufacturing of cigars, and his business is carried on by his brother, Mr. Mines being engaged in the furniture business at 127 Market Street, Philadelphia.



**National State Bank of Camden,** Northwest corner Second and Market Streets.—Among the most solid fiduciary institutions in New Jersey the National State Bank of Camden takes a prominent place and exerts an active influence upon the financial condition of this community. Organized in 1812, this bank commenced operations in that year with sufficient capital and a connection which related it to substantial business men of this city. The policy upon which this bank has been conducted is an enterprising, though conservative one, and notwithstanding numerous changes have taken place in its officers and directors it has steadily increased in business and extended its usefulness. Conducting a regular discount and deposit line, the bank also makes collections through its correspondents at all principal points. The condition of this well-managed institution is shown in the statement made January 31, 1882, which gives the total amount of resources at \$2,687,620.51. The capital stock, all paid in, is \$260,000, while the surplus fund and undivided profits amount to nearly \$300,000 and the average deposits for the last six months of 1881 were \$1,638,488.30, a showing unequalled by any other National bank in the State, and of itself, speaking in the most flattering manner of the general estimation in which the bank is held and the confidence inspired by judicious management. This bank occupies a handsome and commodious building at the northwest corner of Second and Market Streets, in which are the most modern improvements against fire and burglary. The Bank has recently completed the erection of vaults for the safe keeping of valuables and offers for rent private safes therein, each being provided with a separate lock and key of the most approved style, thus furnishing the best possible security. This feature will prove exceedingly valuable as a depository for bonds, deeds, wills, etc., and many private safes have already been secured for this purpose by many citizens. The executive officers of the National State Bank of Camden are John Gill, President; Israel W. Heulings, Vice-President; Isaac C. Martindale, Cashier, and a board of thirteen directors. The bank has an office on Church Street, Philadelphia, for the convenience of its customers and is of great accommodation to the business men in that city. It is safe to assert in connection with this bank that no cotemporaneous institution in the State has obtained a larger measure of success or is better entitled to the high estimation in which it is held by the public and those with whom it has established relations.

**Josiah V. Middleton,** Furnishing Undertaker, 5 and 7 South Second Street.—In 1850 Mr. Middleton succeeded to the undertaking business, which was founded by his father many years before this period, and it is now one of the oldest houses in this section of the State devoted to this branch of her industry. The factory is a three-story brick building and is 20x60 feet, with a store and furnishing room in the rear and the office in front, 18x20 feet in extent. The stock carried bears a representative value of \$2,500 and is composed of a full line of furnishing undertaking goods of all kinds, caskets, coffins and shrouds, and sales are estimated at the rate of \$8,000 per annum, the trade done extending all over the city and a section of Camden County. Mr. Middleton is a native of Burlington County and has been a resident of Camden city from his boyhood, and is highly regarded as a popular citizen from his many advantages of high social qualities, etc. He makes

and buys all kinds of coffins, caskets and cases, and keeps an ice refrigerator for preserving the body, and has all the latest modern improvements and appliances, including Shaw's latest improved folding inclined canopy-top enbalming and cooling-board.

**H. H. Gifford,** Fine Groceries, Southwest corner Fifth and Stevens Streets.—Although newly established in his present place of business, Mr. H. H. Gifford is nevertheless well and favorably known in the vicinity. His present place of business is neatly fitted up with as fine a stock of fancy and staple groceries as can be found in the city, which cannot be excelled in quality and reasonable rates. His stock consists of canned goods, dried fruits, sugars, teas, coffees, spices and all other choice goods pertaining to his line of trade. Mr. Gifford makes a specialty of the Imperial Flour and the Gilt-edged Cream-made Butter. His trade is already large and firmly established and still bids fair to increase very rapidly under his careful management.

**Stanton & Branning,** Manufacturers and Wholesale Lumber Merchants, Steam Saw and Planing Mill, Walnut and Front Streets.—Six years ago these enterprising gentlemen began the manufacture of lumber here, and are now one of the most extensive representative firms engaged in this line of the industries of Camden. The mill has a capacity for cutting 35,000 feet of lumber per day, but this will be increased to 50,000 feet by the erection of Stern's new patent which is being put in. The building is a large frame structure covering an area of 40x132 feet with two wings 24x100 feet in extent, and employing 50 hands. The business office is one of the finest of its class, and is a nice frame building 18x30 feet in extent, and is fitted up and furnished in the best order for the purpose. The mill is fitted with the best and latest modern machinery for cutting lumber, and is worked by steam power, the engines being of the best of their kind and equal to 100-horse power. The stock carried bears a representative value of \$80,000, and sales are at the rate of \$130,000 per annum, the trade done extending all along the C. & A. R. R. to Atlantic City to Cape May, also in Philadelphia and Delaware, and over a long line of the river route. The individual members of the firm are L. N. Stanton, a native of Sullivan County, New York, who is now occupying the position of County Clerk for the third term, and J. W. Branning, a native of Wayne County, Pennsylvania, and a member of the City Council.

**Frank Skinner,** Coal and Real Estate, 23 Market Street; Residence, Linden Street.—Among the numerous real estate agents to be found in this city, none are better known than the above party, whose office is situated at 23 Market Street. Mr. Skinner was born at Glassboro, Gloucester County, New Jersey, and came to this city in 1868, where he has carried on his present business. Formerly his coal yard was situated at Cooper's Creek, but recently he removed it to the rear of his present office. His coal trade is large and confined exclusively to Camden. Of his real estate business much can be said, and it is believed he has as large a trade in this line as any in this city, having constantly in hand houses for sale or rent and exchange. He also deals in farms and lands of all descriptions, and has at all times on hand money to loan on real estate, in fact, everything connected with the real estate business.

**Espin Ashton** (Successor to J. R. Ellis), Wheelwright, Blacksmith and Plow and Agricultural Machinery, S. W. corner South Second and Mechanic Streets.—Mr. Ashton is a native of England and has been for the past forty years in America and for the last fourteen years established in his trade of blacksmithing and wheelwright. He has just succeeded to the trade long established by Mr. J. R. Ellis, deceased, in the manufacture of plows and other agricultural implements and has added this branch to his own. The blacksmith shop is 16x30 feet and the wood shop and warerooms are 18x40 feet in extent and all are fitted with the best tools and implements for the trade. In the manufacture of farming implements by his predecessor about 450 plows were made and sold, but Mr. Ashton has increased facilities for a greater trade and, having all the necessary appliances and long experience and an extensive line of custom, is prepared to supply all orders in every branch of his trade.

**F. S. Simmons**, Undertaker, 313 Market Street.—No undertaker in the city of Camden occupies a more advanced position than does the gentleman whose name heads this article. Having many years' experience he is probably better acquainted with the requirements of this peculiar business than almost any other one in the same occupation in this city, and is prepared to execute all demands upon his time and services at short notice. He is located at No. 313 Market Street, where he can be seen in person, and orders left for him in his absence. He has facilities for attending to funerals in a most satisfactory manner, and these sad occasions, when placed under his care, receive first-class and thorough service. Possessing handsome hearses and controlling a number of carriages, he provides for funerals without calling upon outside assistance. Mr. Simmons supplies all the latest improved caskets or plain coffins, and his prices are moderate and satisfactory. He is a gentleman well known by a large number of his fellow-citizens, and is generally respected by all.

**P. E. Rumyon**, Meat and Provisions, corner of North Second and Pearl Streets.—This gentleman, a native of Somerset County, established one of the finest stores in his section of Camden in the meat and provision trade six years ago, and now occupies a leading rank as a trader and a citizen. The building occupied is a three-story brick structure of about 20 x25 feet in extent and is located in a select part of the city, where a good line of custom is established. The stock carried is limited to a supply of immediate consumption and is replaced with fresh goods daily, and sales are estimated at the rate of \$9,000 per annum, the business being local. Mr. Rumyon is a first-class judge of meats and provisions and buys only the best goods.

**M. Goldsmith, M. D.**, Apothecary and Druggist, corner Vine and North Second Streets (Cooper's Point).—Mr. Goldsmith is an established pharmacist and founded the above drug and pharmaceutical house seventeen years ago. He is a native of the city of Philadelphia, and is a thorough, practical chemist and pharmacist. Previous to opening his present establishment he was practicing pharmacy in Philadelphia from 1854 to the breaking out of the Rebellion, when he was appointed acting assistant surgeon of the U. S. Steamer "State of Georgia," in which capacity he served until the end of the war. The store he now occupies is a substantial building of brick, three stories

high, 18x24 feet in extent and is one of the neatest and best appointed of its class in the city. The stock carried bears an estimated value of over \$4,000 and is composed of a full line of the finest and choicest class of drugs and medicines, fancy toilet articles, sponges and brushes, etc. The sales are over \$6,000 per annum, the trade done extending all over the city and county. Prescriptions form a leading specialty with Dr. Goldsmith and are prepared and compounded by himself, and none but the best medicines are used in this branch of the business.

**William F. McKillip**, Wines and Liquors, N. E. corner Second and Market Streets.—The wine and liquor business is one utilizing a very large capital and is the source of an immense revenue to the government in the way of taxes. Prominent among the representative houses in this line doing business in Camden, is that of Mr. William F. McKillip, who has a well-arranged store at the northeast corner of Second and Market Streets. This establishment enjoys a large trade, which has been secured by supplying a superior grade of wines and liquors. The business is both wholesale and retail, and equals that of any house in the city. A specialty is made of fine liquors, warranted pure, for medicinal purposes, and families or physicians can with safety rely upon Mr. McKillip's representations in this respect. Among his stock of wines will be found all the popular brands of foreign and domestic manufacture, which have been purchased direct from the leading wholesale houses and importers of the large cities. Mr. McKillip is well known as a leading dealer in fine wines and pure liquors, and his house is commended as a thoroughly reliable and desirable one with which to establish business relations.

**The Camden Safe Deposit and Trust Company**, 224 Federal Street.—Prominent among the financial institutions of this city is the Camden Safe Deposit and Trust Company, whose place of business is located at 224 Federal Street. This company was chartered in 1873 as a savings bank and for general banking business, with power to act as trustees, guardians, executors, etc. The capital is \$100,000, which is backed by a board of directors comprising some of the leading men of Camden. The financial condition at the first of the year was as follows:

RESOURCES,	\$999,460 56
Capital stock paid in,	\$100,000 00
Undivided profits,	30,000 00
Dividends unpaid,	4,137 75
Deposits,	864,811 42
Due to banks,	511 39
	\$999,460 56

An important feature with this company is the paying interest on all time deposits, and which has accrued to the profit of many of its patrons. The board of officers, comprising many of Camden's most prominent citizens, is as follows: President, James B. Dayton; Treasurer, William Stiles; Directors, James B. Dayton, Charles P. Stratton, William S. Scull, William C. Dayton, John C. Bullitt, Jeremiah Smith, Benjamin C. Reeves, United States Senator William J. Sewell, Samuel H. Gray, Peter L. Voorhees, Benjamin D. Shreve, William Hardacre and William Stiles.

**Croft, Midgley & Rommel**, Manufacturers of Worsted Yarns, Front and Linden.—The house of Croft, Midgley & Rommel, which occupies a prominent position among the leading establishments of the kind in Camden, was established several years ago, and for some time it has maintained a high and well-deserved reputation on account of the superior quality and uniform reliability of its products, which have become widely known and universally appreciated by the trade. They confine themselves to the production of worsted yarns, and occupy a large and handsome structure for manufacturing purposes three stories in height, and 45x150 feet in dimensions. The works are amply equipped with the most perfectly adapted machinery and other ingenious and improved devices required in the manufacture of the special goods here produced. The motive power is supplied by two engines and two boilers of one hundred and fifty-horse power, and one hundred and sixty hands are regularly employed. The annual products of these works will reach a value of \$400,000, and they turn out every grade and quality of worsted yarns, from the coarse and ordinary varieties to the finest productions, and in these specialties they are not excelled by any similar establishment in the United States. Ready and quick demands for the entire products of the factory comes from all the leading points of the Eastern States and Pennsylvania. The members of this enterprising firm are Howland Croft, William Midgley and Lewis A. Rommel, the former two being natives of England and the latter of Philadelphia. These gentlemen are individually representative men of the highest business standing in the community and are of unblemished reputations.

**The West Jersey Paper Manufacturing Company**, corner Front and Elm Streets.—Prominent among the industries located in Camden, must be accorded a position to the West Jersey Paper Manufacturing Company, who commenced operations here in 1876. Their location is at the corner of Front and Elm Streets, where they now occupy a large two-story brick building, thoroughly fitted in every department with the latest improved machinery for the manufacture of paper. They utilize the power of two engines, the largest of two hundred horse, and the other of sixty-horse power. Employment is given to twenty-seven skilled hands, to whom is distributed over \$500 semi-monthly. They make a specialty of the manufacture of Manila paper and that used for the making of flour sacks, to which they give their fullest attention in their efforts to produce only the very best stock. Wherever introduced, their papers have become recognized as the standard, and are in general demand where an excellent quality is needed. No concern now engaged in this industry are making greater efforts to raise their grades of paper to a better standard, than the company to whom this article is devoted. They employ a capital of \$100,000, and transact an annual business amounting to over \$150,000, and extending throughout the United States. The officers of the West Jersey Paper Manufacturing Company are, President, Lewis Seal; Secretary, T. S. Safford;

Treasurer, T. S. Scott; Superintendent, William Chalmers; Directors, Lewis Seal, C. Moore Scott, Irving Scott, William Chalmers, John Starr, Jr., and Israel W. Hueling. The gentlemen connected with this concern are eminently qualified to push it on to great success, and those having business relations with the company will find the whole management zealous to promote the interests of their patrons.



**John R. Grubb**, Paper Hanging and Real Estate, Northwest corner Fifth and Pine Streets.—Eleven years ago, Mr. Grubb first established his present business of paper hanging at the place he now occupies. His store is 22x24 in size, and his stock is always of the latest designs. Ten years ago, he entered into partnership with F. F. Michellon in the real estate business. They made a specialty of the sale and rental of lots, houses and farms in South Jersey, and were very successful. In 1877, the partnership was dissolved, Mr. Michellon retiring, and since then, Mr. Grubb has been appointed Commissioner of Deeds, which position he held for two terms. He is also City Assessor at the present time. Mr. Grubb is a native of England, came to this country in 1839, went to Wilmington, Del., stayed there three years, then to Philadelphia for ten years, and from there to Camden in 1853. Mr. Grubb enlisted in 1861 in the Fourth N. J. Vol., and served as sergeant until the latter part of 1864, the expiration of his term of service.

**L. J. Fernandez**, Groceries and Hardware, Nos. 804 and 806 South Fifth Street.—Mr. Fernandez, formerly of Cuba, came in 1877 and opened a grocery store at his present place of business. He met with unusual success, and one year later rented the next store and started into the hardware business, the stores being 18x50 feet. At 804 is his grocery store, which is stocked with fine groceries and provisions. At 806 is the hardware store, which is stocked with tin and ironware, wooden, willow and earthenware, cutlery, brushes, mixed paints, varnishes, stains, oils, turpentine, glass, putty, wire netting, staple toilet supplies, etc., etc. This is the only hardware store south of Federal Street and north of Kaighn's Avenue. It is his desire eventually to drop the grocery business and branch out more extensively in the hardware trade.

**W. H. Fay**, Manufacturer of Water-Proof Manilla for Covering Outside and Lining Inside of Buildings, also made into Carpets and Rugs, Factory, Front and Elm Streets, Office and Warehouse, Vine Street below Second.—One of the most important inventions in the paper line is that patented by C. J. Fay and now owned by his successor, W. H. Fay. This provides for the manufacture of water-proof manilla for covering outside and lining inside of buildings and for carpets and rugs. This patent was first issued December 18th, 1866, and for improvements, in January 6th and June 18th, 1867, and the business of manufacture was at once established by Mr. C. J. Fay, who continued it until his death in May, 1881, when the present proprietor succeeded.

Though properly termed paper, the manilla from which it is made is a product of the Philippine Islands, carefully selected and manipulated by a chemical process, which while in nowise detrimental to health in its use for buildings, renders it obnoxious to insects and vermin, as well as to make it a water-proof material—which may be tested by forming a piece of the uncoated roofing into a gutter and pouring cold or even boiling hot water into it. Its strength may be tested by any one interested at the office or factory. This takes the place of more expensive materials for roofing; for outside walls of buildings; for walls and ceilings inside, in place of plaster; for lining under clapboards or weather-boarding, shingles, slate, etc.; for insulating buildings; for lining ice houses and refrigerators for covering trunks, counters, desks, etc. It is also made into carpets and rugs to take the place of oil-cloth.

Since the business was established sixteen years ago the material has been tested upon roofs, outside walls and inside walls and ceilings in place of plaster and the result vouchsafes that there has never been introduced a material that takes its place for economy and comfort. For roofing or covering outside walls, this is without doubt the cheapest material in the market. Old shingle roofs may be covered with the roofing if the shingles are sound enough to hold the nails and any ordinary workman can apply it after reading the printed instructions furnished. For the outside walls of buildings it is equally desirable and as the cheapest lumber may be used. This material, the same in quality as the wall and ceiling, is used under weather boards, shingles, slate, etc., for the purpose of excluding air and dampness. The use of the lining under weather-boarding, and the use of the wall and ceiling for inside in place of plaster, forms a vacuum—of which Mr. J. Wilkinson, a practical architect of Brooklyn, N. Y., considers very indispensable in the construction of buildings. This remarkable invention is placed to another use in the manufacture of manilla carpeting and its manifold advantages are as follows: First, is its durability, a desideratum of every one who is aware of the yearly expenditures of carpets alone; and although the manilla carpeting has the same appearance (except a finer finish) as oil-cloth we are safe in making the assertion, that it will wear twice the time of any oil-cloth found in the market the price of it. And the reason is that burlap (a kind of sleazy bagging) is first filled with a paint made of earth and fish oil, which forms the base for printing the colors upon; the oil never allows the nilling to dry, hence the surface paint or colors are kept soft and when in use easily peels off; while the surface paint on our manilla carpeting dries hard the same as paint upon wood. Again, this carpeting does not expand to form wrinkles and wear off like

oil-cloth, but lays down smooth to the floor and having no paint on the back, does not stick to the floor, it does not fray out at the edges, is easily kept clean, and, as it is secured to the floor with small tinned two or three-ounce tacks, the carpet is easily removed. This carpet runs 36, 54, 72 and 90 inches in width and the price for any above width is 40 cents per square yard. The factory is located at the corner of Front and Elm Streets, Camden, and office and warehouse on Vine Street, below second. Mr. Fay is a native of Maine, where he was born in 1842 and has been a resident of Camden for several years.

**Cooper's Point Iron Works**, Charles F. Hollingshead, Proprietor, Cooper's Point.—In connection with an industrial review of this city we feel at liberty to call attention to the Cooper's Point Iron Works, Mr. Charles F. Hollingshead, proprietor, a gentleman who has been well and favorably known in Camden as a practical and skillful machinist, and the work turned out from every hand of his establishment has long been recognized by the community as first-class. He occupies a large three-story building, 100x120 feet in dimensions, which is supplied with first-class machinery for the manufacture of his specialties. A twenty-five-horse power engine is employed, and the works are divided into two departments—general machinery and iron railing. Twenty-three hands are engaged, and the weekly pay-roll is about \$300. Mr. Hollingshead is a manufacturer of steam engines, boilers, pulleys, shafting, mill gearing, etc., and also of all styles of plain and ornamental iron railing and fencing, awning frames, window guards, cemetery lot inclosures, canner's scalders and bath baskets. He carries in stock a large variety of new designs made of wrought iron and beautifully ornamented with fancy castings, which for lightness, durability and beauty cannot be excelled. This enterprise was established in 1867 by Fullerton & Hollingshead, and by them conducted until 1879, when Mr. Hollingshead succeeded to the entire business. The trade is extending and he now supplies the Southern and Middle States. Fire escapes, consisting of outside iron stair case, are manufactured extensively by this concern. Mr. Hollingshead was born in Philadelphia in 1846, and early in life began to learn the machinist trade.

**William Bleakley**, Lime, Plaster, Cement, Bricks, etc., Northwest corner Front and Federal Streets.—In this progressive age of building and improvements, the above business becomes a most important one and demanding more than a passing notice in reviewing the resources of the city of Camden, which has made wonderful strides in the erection of buildings during the past decade. In the construction of edifices, lime forms one of the most important elements, and cannot be substituted by any other material, thus making its production a necessity. The leading dealer in this department of trade in the above city is Mr. William Bleakley, who is located at the northwest corner of Front and Federal Streets, where he occupies an old established stand. He keeps in stock a large quantity of building and plastering lime, hair, cement, sand, bricks, etc., and is at all times prepared to fill orders of any size. His materials are always in good condition and made for his trade with great care. Builders have learned by dealing with him that he is thoroughly reliable and prompt in filling orders, and the articles are as represented.

**The Penn Harrow Manufacturing Company,**  
Erie Street, Front to Second Streets, Cooper's Point.

—From a careful perusal of the editorial mention made concerning the many manufacturing and commercial houses whose history and facilities are depicted in a measure, in the preceding and following pages of this volume, it may be remarked that few have had an existence of over twenty years, while there are many that have sprung into being within a very few years and are consequently closely allied to and illustrative of the growth, development and importance of this city as compared with the status of ten decades ago. The growth of Camden, since the Centennial year has been marked and in all portions of this city there are seen manufacturing concerns of no inconsiderable proportions. In this editorial article we desire to call attention to one of the newer manufacturing industries of this city, which has only been in operation during the present year. We have reference to the Penn Harrow Manufacturing Company, which was incorporated in 1881 under the laws of the State of New Jersey. The Company have six thousand shares of stock, valued at \$100 each, all of which are paid in and unassessable, thus affording a capital of \$600,000, an amount ample for carrying on a most extensive business. The plant of the Company is located at Cooper's Point, on Erie Street, Front to Second Streets, and comprises a large building, well supplied with the latest improved machinery for manufacturing their specialty, the celebrated Combination Penn Harrow, so easily adjusted into five different harrows, a corn marker and a sled for each harrow. This implement was patented April 13th, 1880, and in shape is square, having a rotary wheel which gives the ground two strokes and two crossings in passing over it once, thus pulverizing the soil thoroughly. It is deemed by those who have used it to be the best harrow now in the market, doing double the work of any other and saving the farmer one-half his labor, and with less use. The ground is left in a most excellent condition, needing no second working to complete it and thereby saving much time and expense. They are, without doubt, the best harrows in the world and the most practical for the purpose. The Company commenced their manufacture about April 1st, 1882, and when in full working order will manufacture about one hundred harrows per day. They now employ forty-five hands and this force will be increased as the demands of the trade will warrant. The officers of the Penn Harrow Manufacturing Company are as follows: President, S. D. Sollers; Vice-President, J. T. Kirkpatrick, Jr.; Treasurer, M. R. Kirkpatrick; Secretary, T. E. Sollers; General Manager, J. F. Tanner; Directors, S. D. Sollers, M. R. Kirkpatrick, E. O. Grimes, J. T. Kirkpatrick, Jr., J. F. Tanner, John Dutton, T. E. Sollers. All the gentlemen connected with this company are widely known as active and enterprising business men, well calculated to advance this industry to its greatest success. The products of the Company are fast being introduced throughout the country and are extremely popular wherever used.

**John K. Brooker,** Wholesale and Retail Dealer in Imported Wines, Liquors and Cigars, Southwest corner of Second and Federal Streets.—Prominent among the wholesale liquor houses of Camden is that of Mr. John K. Brooker, located at the southwest corner of Second and Federal Streets. This house was established many years ago and within a few years has largely augmented its trade by a judicious

system of always keeping the better grades of goods for its patrons. This gentleman keeps in stock a large assortment of foreign and domestic wines and liquors of the prominent manufacturers of Europe and America and is largely engaged in the wholesale trade, he possessing superior facilities for securing the choicest brands the market affords. Families desirous of liquors for medicinal uses, will find Mr. Brooker's stock well adapted to meet their requirements and as he will not misrepresent to effect sales, can be relied upon to furnish the purest of his stock. A special feature in his business is the superior brands of cigars, foreign and domestic, that he keeps on hand to supply the retail trade. He is agent for Charles Walter's Prospect Brewery Bavarian Beer, that of late years has attained a great popularity.

**Albert P. Brown,** Druggist, Northeast corner Fifth and Federal Streets.—Among the competent druggists of Camden, we should place Mr. Albert P. Brown, who has an attractive and well stocked establishment at the northeast corner of Fifth and Federal Streets, and where he has been located for several years. Mr. Brown carries a large line of new goods in pure drugs, chemicals, medicines, brushes, toilet articles, perfumes, etc., making his stock not only complete in every particular, but of a character such as to invite the attention of the trade. Particular attention is given to the prescription department, they being compounded with the greatest care to insure perfect accuracy. Such is his reliability in this direction, that many of the leading physicians recommend his establishment to their patients in purchasing their drug necessities. Being a practical man to the drug business, Mr. Brown has now an enviable reputation in conducting it after the most satisfactory and careful manner.

**Dr. Alexander H. Titus,** Dentist, 430 Federal Street.—Residents of Camden have several first-class dentists, among them being Dr. Alexander H. Titus, of No. 430 Federal Street. His office is located on the second floor and is comfortably and conveniently furnished with all the necessities of the profession. Being a dentist of many years' experience he has surrounded himself with the improved machinery for doing excellent work, and coupled with the general knowledge possessed gives him character and standing not possessed by but few others in the same profession. In the manufacture of sets he uses none but the best material, and guarantees all the work emanating from his office. Dr. Titus is one of the best known citizens of Camden, and very generally esteemed and respected by all.

**Moses Gour,** Boots and Shoes, No. 229 Kaighn's Avenue.—It would be interesting to the student of industrial statistics to have an accurate tabulated statement that would give in plain terms the amount annually expended in boots and shoes in the community. Mr. Gour, the dealer to whom we here particularly refer, was born in Canada, and came to this city nine years ago, and commenced business for himself three years ago at his present locality. His store is 18x30 feet in size, and admirably adapted to the business, and stocked with every description of goods in his line, to the amount of about \$1,500, and does an annual business of \$7,000. In his department repairing is a leading specialty. Mr. Gour has won for himself a numerous patronage and many friends in this community.

**Samuel P. Wright & Co.,** Manufacturers of Printing Inks, foot of Pearl Street.—The manufacture of printing ink has grown into proportions that places it prominently among the leading industries of the country, and as such we wish to make mention of an enterprise that is worthy of a position among the best in this department of manufacture. In reviewing the industries of Camden, the writer was led to visit the extensive concern of Samuel P. Wright & Co., which is located at the foot of Pearl Street. The office fronts on this street, in the rear of which is a well-appointed laboratory, where Mr. Wright devotes much of his time and attention to the preparation of the chemicals used in the manufacture of inks. In another building is located the grinding department, where the colors are ground and transferred into ink, the power being furnished by an engine of 100-horse power, running fourteen mills, together with the machinery of the varnish factory, which stands about fifty feet further west, directly on the bank of the river. The firm manufacture all the grades and colors of printers' and lithographers' inks and varnishes, the weekly production reaching about 6,000 pounds, mostly of the finer grades, which are distributed over the Middle, Western and Southern States, having agencies in all the principal cities in the country. The inks and varnishes manufactured by this firm are sold entirely on their merit, and are the equal in quality and body of any now on the market. Publishers and printers not now using S. P. Wright & Co.'s inks, would certainly enhance their own interests by giving them a fair trial, when their superiority would at once manifest itself. Some of the finest specimens of printing ever issued from the press, have been printed with their inks, and their claim is no fallacy. Mr. Wright began the manufacture of inks in Philadelphia in 1866, and in 1877 removed his concern to Camden, it at that time being conducted under his individual name. For nine months of 1879, he was succeeded by Wright & Dunk, and then the firm name became Samuel P. Wright & Co., the "Co." being nominal. He utilizes two frame buildings, about 15x40 feet in dimensions and employs six hands. Mr. Wright was born in Philadelphia, in 1837, and is a gentleman full of enterprise and business sagacity. In the manufacture of superior inks he has met with no little success, and is well worthy a place in this volume. Mr. E. Du Laura is the general agent of the works.

**Morris & Mathis,** Ship Builders and Contractors, Cooper's Point.—No stream in the United States has so many concerns on it devoted to the ship-building trade as the Delaware, and it has been well termed "the Clyde of America." While this title was probably given in connection with the building of iron ships, it is equally true of the wooden, each year witnessing a large number of them launched into the Delaware River. The iron ship building seems to be centered at Wilmington, Del., Chester and Philadelphia, while Cooper's Point, Camden, enjoys to a very great extent the monopoly of the building of wooden hulls. A stranger to visit this section of Camden would be surprised at the activity that he would here find, the many shipyards being engaged in either building new hulls, or repairing vessels that had already seen service. One of the most prominent firms so engaged in Camden is the firm of Morris & Mathis, who occupy an eligible location and well adapted for the enterprise. The present firm are the successors of Taylor & Mathis, and commenced operations in 1877. The yard at the corner of Point and

Eric Streets, embraces about three acres of ground and is well supplied with the requisites for conducting the business successfully and to the satisfaction of the patrons. They supply from seventy-five to one hundred workmen, with a weekly pay-roll of about \$1,500, and necessitating a capital of \$50,000. The firm's annual business reaches an aggregate of \$100,000, and is steadily increasing. They are builders of wooden vessels and are widely known for the superior character of their work, their vessels being models of thorough workmanship, first-class timber and general excellence. Practical to the business, they know the value of good work and personally superintend every detail, thereby insuring the best. They have built a number of very superior vessels, and their reputation is unexcelled by any firm in Camden. The copartners are Joseph I. Morris and J. S. Mathis, both natives of New Jersey and gentlemen who have given the ship-building industry no little study and attention. Mr. Morris was previously engaged in the same business at Wilmington, Del. The men who control this enterprise are energetic, progressive and indefatigable in their efforts to promote the substantial interests of the ship-building trade and the general prosperity of the city of Camden.

**Michael N. Voll,** Wholesale and Retail Grocer, etc.; 126 Kaighn's Avenue.—Mr. Voll, a native of Philadelphia, established the above business in Camden in 1872. Seven years afterwards he built his present store, which is a commodious two-story brick building 22x100 feet, fronting on three streets, viz.: Kaighn's Avenue, Mickel Street and Ferry Street. The stock carried comprises a full line of groceries and provisions of about \$6,000 value, and the business done is strictly on cash principles, and returns about \$30,000 per annum. Mr. Voll makes a specialty of teas and coffees, of which he keeps an immense stock and variety and in addition to the best article at the lowest possible price, premiums are given to all purchasers in this department.

**George W. Warner,** Wall Paper, Window Shades, etc., 522 Federal Street.—In the retail trade in these goods in Camden, the house of Mr. George W. Warner, is recognized as occupying a very prominent position. His establishment is desirably located at No. 522 Federal Street, and in dimensions is well adapted for the growing and prosperous trade. In his salesroom he carries in stock a full line of wall paper, from the common grades to the most beautiful and elaborate patterns and qualities. In decorations for ceilings there is a handsome assortment of such designs as to meet the desires of the most refined. In the window shade department he has a complete variety, embracing every prominent style now in use. By his kind and pleasing manner, and superior goods, Mr. Warner has attached to him a large patronage.

**William Hunt,** Carriage Manufacturer, 19 and 21 Market Street.—This is one of the largest carriage manufactories in this county, and occupies a three-story building, forty feet frontage by ninety feet in depth, well stocked with every variety of goods in his line of business. Mr. Hunt was born in Moorestown, N. J., and came to this city in 1867, when he immediately erected his handsome factory, which has been such a success to him and the public. His trade extends throughout South Jersey but principally it is local. Mr. Hunt is an industrious man, fully alive to his business.

**Atlantic and Pacific Electric Manufacturing Company,** Manufacturers of Electric Light Apparatus, Office and Works, corner Front and Pearl Streets.—In this article we wish to call attention to a company that have perfected what are believed to be the most practical and best electric light apparatus now manufactured. We have reference to the Atlantic and Pacific Manufacturing Company, who are located at the corner of Front and Pearl Streets, Camden, and those who have witnessed the use of their specialties, will no doubt bear us out as to the truth of the assertions herein made. The Company was incorporated August 20th, 1881, and at once commenced business, at the present time having a capital stock of \$100,000. They occupy a large four-story brick building, 40x100 feet in dimensions, which they have fitted with machinery of the most improved and ingenious construction, a portion being of their own invention. They employ fourteen men, and are in condition to promptly fill the largest demand made upon them. They are manufacturers of electric light apparatus, including dynamo-electric machines, dynamo-electro plating machines, electric lamps, electric lamp-posts, electric governors, underground conductors, medical batteries, etc., etc. The special improvements of the apparatus, to which the Company would beg to call particular attention, are the following:

**Dynamo-Electric Machine.**—A new compound field magnet, adapted to give five times the effect of the magnets as used upon other machines. An armature adapted to be taken apart and repaired wherever it may be, and thereby dispenses with the necessity of sending it back to the works for repairs should such ever be required. A commutator constructed particularly for adjustment upon the armature shaft. A brush rocker by which all of the sparks, or in other words, all of the electricity can be collected from the commutator, thereby reducing the wear of these parts.

**Electric Current Governor.**—One of the most important of all electrical inventions. A device arranged to form part of the dynamo-electric machine, and automatically regulate the quantity of electricity taken off the machine, to the end that the internal and external electrical resistances shall be equal, thereby making it impossible to injure the dynamo machine should forty-nine lights be suddenly turned out upon a circuit of fifty lights. Hence by the use of the new invention, any number of lamps may be turned on or out of the circuit with the facility of lighting an ordinary gas burner. Too much importance cannot be placed upon this improvement.

**Lamp Posts.**—Their improved lamp post for electric lights for lighting streets is novel and ornamental in its design and is adapted to support the lamps over the roadway from the sidewalk, to enable the proper lighting of the streets. A curved arm at the top is arranged to be turned to one side should the streets be required to be clear for a height of over twenty-five feet. The lamps can also be reset without standing in the roadway. With its use no wires are seen. They cover broadly all means for supporting an electric lamp over a roadway from one sidewalk, and not extending across to the opposite side of the street.

**Electric Lamps.**—Of these they have several constructions for particular uses, and adapted to take up various amounts of space. Means to feed the electricity to the point of one carbon and take it away

from the point of the other carbon, and thereby lessen the resistance and consequent duty of the steam engine. A compact feeding device which takes up a very small space, etc.

**Underground Conductor for Electric Wires.**—A device by which any number of wires may be added from time to time in the main without in any way injuring it. Besides the foregoing they also control many improvements of minor importance.

The work turned out by this Company cannot be excelled, and the practical and theoretical construction of all their machines is based upon sound principles, enabling their apparatus to give greater efficiency to the power consumed than of any other analogous apparatus in the market. Their electric light apparatus ranges in size from No. 1, with one light, to No. 9, with seventeen lights, which does not include the price of the governor, lamp-post or lamps. Their lamps burn about one and a half inches of carbon per hour, costing less than one cent. The Company make a specialty of lighting, by electricity, cities, iron works, foundries, factories, warehouses, stores, private residences, etc., at one-half the cost of gas wherever introduced, and these are numerous. The light has given satisfaction, and they have in their possession a large number of testimonials to their merits and worth. The Company is officered by the following gentlemen: President, Jacob Loeb, a native of Montgomery County, Pa.; Secretary, Rudolph M. Hunter, M. E., a native of Philadelphia; Treasurer, Max Schoenfeld, of Switzerland; Electrician, Franz Rabl, of Boston, and Superintendent, Henry C. Sample, of Camden. Messrs. Rabl and Sample are the inventors of this special light, and understand the uses and application of electricity in the most thorough manner. All the gentlemen connected with this prominent industry are well adapted for the successful management of the growing concern and bringing it to its greatest prosperity.

**Frederick Fraasz,** Manufacturer of Cigars, Southwest corner Fourth and Spruce Streets.—Among the numerous cigar manufacturers of Camden none are more prominent than Mr. Fraasz. He was born in Philadelphia in 1847, four years later his parents removed to this city, and in the year 1870 he opened his present manufactory. He immediately branched out in the wholesale as well as retail trade, and among the smaller retailers he soon became well known. Being situated in a good locality with comparatively no opposition his retail trade became large and much envied by other dealers, but Mr. Fraasz persevered and to-day he has as fine a trade as any in this city. He employs two hands besides himself, which turn out a great many cigars in a short time, every facility is used to advance his manufactory, which is 10x20 feet, his store being the same size.

**Robert H. Patton,** Wall Paper and Window Shades, 538 Federal Street.—In commenting upon the houses in Camden devoted to this business it is only justice to note the establishment of Robert H. Patton, who is located at No. 538 Federal Street, where he is the recipient of a large share of the trade of this community. He makes a specialty of fine wall paper and decoration, keeping in stock a line that is attractive in beautiful designs and richness. He also carries a stock of window shades, fixtures, oils, etc., equaling in quantity and quality any other house in the city.

**Applegate's Electric Floor Mat Alarm Manufacturing Company**, 37 Market Street.—In this connection we wish to make mention of a very important birth in the electric world, that known as the Electric Door Mat Alarm, which are manufactured by Applegate's Electric Door Mat Alarm Manufacturing Company, of Camden, N. J. The Company, to manufacture this important invention, was chartered by the State of New Jersey, February 3d, 1882, and now own seven letters patent for the United States, Great Britain and Canada. The officers are: President, Charles Wilson, a native of Burlington County, New Jersey, and ex-Sheriff; fifteen years as builder, then Sheriff of Camden County, was returned to the Legislature and elected Chief Keeper of the New Jersey State Prison by that body; Treasurer, John H. Applegate, a native of Salem County; Secretary, Ellis W. Ridgway; and Electrician and Superintendent, S. S. Applegate.

The works are located in the city of Camden, at 35 and 37 Market Street, where is also the principal office. These mats are wonderful protections against burglars, and as they become better known their worth will be appreciated, as their merits certainly deserve. A few electric mats invisibly concealed beneath the carpet at thoroughfares (similar to padding) throughout the house, baffles the best experts. The sleeping apartments may be fully ventilated in warm weather with absolute security to both life and property. Ordinary home-protective devices are usually attached to the windows and doors, but frequently a panel is cut out or a glass broken, and an entrance effectually gained without the sounding of the alarm. This protective device is not costly; being portable, it is easily transferred to another residence, which renders it equally as valuable to renters as well as to owners of property. The electric matting is manufactured in rolls, forty feet long, by two, two and one-half, three, four and five feet wide, being a system of fixed wires and springs attached to a thin, flexible material, from which pieces may be cut any size or shape to order. By a slight pressure of the foot upon any part of its surface, an electric circuit is closed or opened in connection with an improved alarm instrument (which is inclosed in a neat walnut case, and may be located in any part of the residence), by means of communicating wires, and by turning a switch it can be regulated at will to strike the alarm but once, to vibrate, continue to sound or not sound at all, as may be thought desirable. It is a watchman, who is never weary or found sleeping at his post; being a floor protection it is a valuable servant for day purposes as well as for night security, and is now in constant use in some of our leading banks, offices and residences.

During summer evenings it is very natural and desirable to throw open the entire residence for family comfort, and in these days few neighborhoods are exempt from a thorough surveillance in the daytime by professional thieves and burglars, so that the moment a door is opened there is a risk of evilly-disposed persons gaining an entrance in order to secrete themselves to plunder the dwelling when the family have retired for the night.

For banks it is just the protection for their respective offices, as it absolutely defeats the rash game so frequently played by thieves sneaking in and grabbing valuables. For offices, private or public, it is a valuable safeguard and justly appreciated whilst occupants are momentarily absent. When concealed near by safes it makes an additional protection; its value for

this object should not be overlooked. The occupants of houses with but one front entrance will find this Electric Mat an invaluable protection, as it obviates the necessity of some person always watching and locking the door throughout the day to receive a child going or returning on errands, etc., etc.

Mr. Applegate, the patentee, was born at Allostown, Salem County, New Jersey, January 22d, 1843, and is a man of enterprise and progressive ideas. As a detector of the bane of the storekeeper and householder—the sneak thief—his invention will prove a blessing to all mankind, and will doubtless come into general use.

**John H. Dialogue**, Engineer and Steamship Builder, Kaighn's Point.—The city of Camden has long been engaged in ship building, that portion known as Kaighn's Point, possessing several industries devoted to the building of iron vessels. The largest concern in the city engaged in vessel building, is that of Mr. John H. Dialogue, who is located in the southern portion of the city, at the foot of Kaighn's Avenue. These works were established in 1860 by Mr. Dialogue and another gentleman, who continued together as John H. Dialogue & Co. until 1879, when the "Co." retired. These works from a small beginning have grown to a magnitude that places them among the foremost establishments on the river. During the period of their existence, the works have constructed a large number of vessels, and have consequently accumulated a stock of patterns and the proprietor an amount of experience that qualify him for executing any work of this description. The area of ground occupied by this establishment is about forty-five acres and within their limits there are seven buildings, and tools and facilities for building vessels of all kinds, particularly those of iron construction. The admirable location on the river front, with ample depth of water for large vessels, these works are in a position to build iron vessels of any character. The buildings are well supplied with the completest machinery for the purpose, and three large engines are employed in furnishing power to the various articles of machinery, many of which are of the most ingenious construction and originating with the intelligent head of this large industry. In all departments of the enterprise, there are engaged about three hundred hands, especially skilled in ship construction, and to whom are distributed about \$2,500 weekly. During the existence of these works they have built a number of vessels for river and coastwise trade, in addition to steamers of small tonnage. He was the builder of the Ice Boat No. 3, for Philadelphia, and on every contract attempted have proven his ability as a builder; has just contracted to build a pump and condenser for one of the Ice Boats with the city of Philadelphia. Mr. Dialogue appears to thoroughly understand ship architecture, and constructs vessels only after the most thorough study of the object to be attained, and it is certainly only the just reward of his administrative ability and skill that his works have attained the prominent position they now enjoy. The concern employs a capital of \$300,000 and does an annual business amounting to about a half-million dollars. The head of this enterprise, Mr. John H. Dialogue, was born in Philadelphia and has spent the greater part of his life in ship building. He has invented a number of improvements in machinery and vessels, and in the former is the working both valves by one set of eccentrics by means of a rock shaft. He has been a resident of Camden for many



years, and has served three terms as a member of the Board of Education and is now filling his second term as a member of the City Council.

**D. Somers Risley**, Real Estate and Insurance No. 106 Market Street.—This business was first established by W. T. Bailey and was carried on by him until Mr. Risley came to this city in 1871, when a partnership was formed which continued until 1879, when Mr. Bailey retired, leaving the management in the hands of D. Somers Risley. Mr. Risley does a large business in real estate, conveyancing, life and fire insurance, etc. He is agent for some of the most prominent fire-insurance companies of the country. He is a man of integrity, push and energy and as such is highly respected by all having business with him. He is Secretary of the North Camden Building and Loan Association, which position he has held since its organization. His business is rapidly increasing and advancing in every respect. Mr. Risley is a native of Somers Point, N. J., and was raised there and made it his residence until 1871, when he came to Camden. In 1865 he was elected Clerk of Atlantic County, N. J., which position he held until 1870.

**F. F. Hogate**, Lawyer, 309 Kaighn's Avenue.—This gentleman is the only lawyer located in South Camden, and as the people of the southern part of the city are to a certain extent prejudiced against those of the northern part Mr. Hogate has their patronage to a great extent. He was born in Gloucester County, came to this city and studied under M. B. Taylor, and was admitted to the bar in 1881 at the February term of court. Though young in his profession yet he has a wide reputation for his abilities as a member of the bar. His grandfather was lieutenant under Washington in the Revolution, and one of the largest landholders in Gloucester County. Mr. Hogate has many friends that wish him much success in his profession. He is a gentleman in every respect and highly esteemed by all those coming in contact with him.

**J. A. Delaney**, Cash Grocer, Northeast corner Broadway and Division Streets.—This gentleman commenced business here in the latter part of 1881, and we bespeak for him a hearty and generous patronage. Mr. Delaney was formerly proprietor of the old established grocery, situated at Fifth and Spruce, which he sold out in favor of his present stand, which has been neatly arranged with new fixtures. The stock is new and consists of as fine a grade of goods as can be found. His store has a bold and elegant frontage with two large and elegant bulk windows in which the goods are finely displayed. His superior facilities enables him to carry on a large business, and we can safely say that Mr. Delaney bids fair in time to claim one of the finest and largest trades in the city.

**J. F. Stock**, Druggist and Apothecary, Southwest corner Fourth and Walnut Streets.—A community can have no more useful member than a druggist and apothecary and there is no store more pleasing to the eye than a well-arranged drug store. Mr. Stock certainly fills the bill, both for skill and reliability as druggist, and the appearance of his store could not be improved. The establishment owned by him has long

been a leading drug store in Camden, and was purchased by the present proprietor, Mr. J. F. Stock, in 1881. The store room is 20x25 feet in size, and in it may be found everything in the drug line. Mr. Stock is a native of Woodbury, Bedford County, Penn., and received his diploma from the Philadelphia College of Pharmacy in 1879, when he came to this city, secured a position, holding it until he purchased his present store.

**Volney G. Bennett**, All kinds of Building Lumber, corner South Second and Cherry Streets.—Six years ago Mr. Bennett founded one of the largest lumber yards of Camden and has now an experience of twenty-three years. The "Central Lumber Yard" is 122x360 feet in extent, is fully stocked with one of the best assortment of sawn lumber for building purposes and all wheelwright and manufacturers' work to be had in any establishment of the kind in this section of New Jersey. Mr. Bennett is a native of Pike County, Pa., a lumber district, and has been for the best part of his life familiar with the timber of the country. The stock comprises over 1,000,000 feet, and bears a representative value of \$20,000, and sales are at the rate of \$50,000 per annum, and about 6,000,000 feet of lumber passes through his hands. Six hands find constant employment in all the departments of the yard. In the front of the "Central Lumber Yard" the business office is erected, and is a fine two-story brick building fitted up in the best order for the purpose, and is 18x20 feet in extent.

**A. Kobus**, Boots and Shoes, Northeast corner Fourth and Spruce Streets.—Mr. Kobus is a native of France where he was born in 1837. When but seventeen years old he came to this country, where he worked on the bench until 1858. By close economy he was enabled to open a small custom shop for himself, and for a short time he done nothing but custom work, but gradually he accumulated enough to branch out in a small way in ready-made goods. Then he met with unusual success, his business increasing so that at last he built his large and magnificent store where he now resides. This store is 18 feet front on Fourth Street, and 88 feet deep on Spruce. The store is heavily stocked with every variety and grade of boots and shoes, and his motto is small profit and quick sales. Mr. Kobus is the oldest business man in his line in this city, having been in business for twenty-four years. He is assisted by his two sons, who are industrious business men.

**Camden Carriage Co.**, N. W. corner of West and Hartman Streets, Warehouses, 124 Federal Street.—This Company was organized the first of January, 1880, and immediately went into operation. They secured the large factory at West and Hartman Streets, a building 76x95 feet in size, three stories high and containing five separate departments. They confine themselves exclusively to the manufacture of fine, light road wagons and carriages. They employ fifty hands and turn out over four hundred wagons yearly. Mr. Wm. H. Sparks, the President and Treasurer of the Company, is a highly respected business man, well known for his experience and knowledge of the business. Mr. E. B. Roberts, the Secretary, is also a man of knowledge and experience in the business.

## GLOUCESTER CITY.

This city is located about four miles south of Camden, in Camden County, and is connected with Philadelphia by a ferry line, which makes regular trips at short intervals. It is situated on the east bank, where the river makes a graceful and beautiful curve, and from the river point there is a view that reaches for miles to the north and south. Philadelphia, with its vast proportions and extensive shipping interests, is spread out in a panorama, making a delightful picture, especially when the setting sun lends a charming lustre to the many buildings and the tall and graceful spires. Gloucester City is well built, and containing many important industries, including the manufacture of cotton goods, employing about eight hundred hands, terracotta, iron works, etc. Large numbers of the inhabitants are engaged in the fishing industry, and during the shad fishing season the city is visited by many people from Philadelphia to witness the drawing of the large seine. The city is connected with Camden by the West Jersey Railroad, and the Camden, Gloucester and Mt. Ephraim narrow gauge road. There are several churches, a savings bank, public schools of an unexceptional order and two weekly newspapers. There is considerable mercantile business, and the town contains establishments abundantly able to cope with the demands made upon them. The site of Gloucester City was probably the first occupied by Europeans on the Delaware River—a Dutch settlement and fort, called Nassau, having been established here as early as 1624. This settlement was entirely obliterated before Penn's arrival at Philadelphia. Population, 1870, 3,682; 1880, 5,350.

**John Moffat**, Boot and Shoe Store, Middlesex Street.—In speaking of the shoe trade, reminds one that it is one of the great industries of America. When Mr. Moffat first began this business, four years ago, it was next door to where he now is, and removed to the present stand three years ago. He now carries from \$800 to \$1,000 worth of stock, and does an annual business of \$2,000. The store is 18x30 feet, which is very tastefully arranged for the accommodation of customers, and makes a very fine appearance from the street. He employs one clerk, besides his wife, both of whom are always ready to wait on the patrons and show them goods, whether they buy or not. He has on hand the very best boots and shoes, made in the latest styles, for ladies', gentlemen and children's wear. Mr. Moffat was born in Scotland, in 1828, and came to this country twelve years ago, and has worked in Gloucester ever since.

**Mrs. Lizzie Anderson**, Groceries and Provisions, Pine Grove.—This establishment was first started by Mrs. Joseph Farrell, and about January 7th, 1882, Mrs. Anderson took possession with an ordinary amount of capital. She keeps a full line of groceries and provisions, including everything common to a well-stocked establishment, and the trade is principally confined to Gloucester. The building occupied for the purpose is 18x30 feet, with the dwelling attached. Mrs. Anderson was born in Unionville, and is a lady of business ability and tact.

**Edwin Tomlinson**, Physician and Pharmacist, corner King and Bergen Streets.—Dr. Tomlinson began his career as a pharmacist in Wilmington, Delaware, in 1858, where he served three years in the retail drug store of Benjamin Johnson. He then removed to Philadelphia and entered the well-known pharmacy of Henry C. Blair, corner Walnut and Eighth Streets, and while here attended the Philadelphia College of Pharmacy in 1861, graduating therefrom in March, 1863. In 1864 he engaged in

business at 992 North Fifth Street, Philadelphia, and the same year gave it up to accept a position tendered him by the wholesale and retail drug house of A. B. Reed & Co., in Fort Wayne, Indiana, and which he held until November, 1865, when he returned to the East and established a pharmacy in Gloucester in 1866. He then entered, as a student, the Jefferson Medical College in 1870 and received the diploma of that institution in 1872, and began the practice of medicine and surgery in connection with his drug store and is now conducting the two professions. During Dr. Tomlinson's citizenship in Gloucester, he was postmaster for twelve years. Mr. Tomlinson was born in Haddonfield, N. J., in 1840.

**C. F. Rancorn**, Retail Dealer in Cigars and Tobacco, King Street above Cumberland.—Mr. Rancorn's first undertaking in business was in 1879, when he started where he now is, with very small means. The store is 18x50 feet, in which he has a very choice stock of cigars and tobacco, and is always ready to extend a pleasant greeting to all customers who will give him a call. Mr. Rancorn is, also, a boss bricklayer, and in busy seasons he employs from ten to twelve hands, and pays out each week a very large amount. Mr. Rancorn was born in Gloucester, August 28th, 1856.

**Lewis G. Mayers**, Groceries, Provisions, etc., Northwest corner Burlington and Bergen Streets.—Mr. Mayers, successor to Roby & Pratt, first began the grocery business in 1868 where he is now situated, the store at that time being very small. He has gradually increased both trade and stock until his little store was insufficient in size and he occupied the present one, which is 32x36 feet, in which are employed two clerks. Mr. Mayers was born in Philadelphia in 1845. He is a member of the City Council, Treasurer of the Board of Education, and one of the directors of the Building Association.

**A. D. Husted.** Groceries, Provisions, Coal, Wood, etc., corner King and Hudson Streets.—In 1866 Mr. Husted established himself in business on the corner of King and Middlesex Streets, with a limited capital, which has been greatly increased of late years. He is about to remove to a fine establishment on the corner of King and Hudson Streets, where he intends to keep a first-class stock of groceries, dry goods, china ware, etc. This large establishment will accommodate an extensive trade, and is 20x120 feet. There are four polite clerks in attendance to the wants of the customers. This store will make a very fine appearance on the street and will also be an addition to the beauty of Gloucester. Men of such ambition are deserving of all prosperity which may be bestowed. He was at one time Treasurer and Collector of Gloucester, and is now one of the members of Common Council; he was a purser under General John E. Mulford, on board the steamer, during the Rebellion. Mr. Husted was born in Philadelphia in 1825, came to Gloucester sixteen years ago and has been a resident of that city ever since. To deal justly and oblige all is a feature in the character of this gentleman.

**Peter B. Johnson,** Dealer in Boots and Shoes, King Street below Hudson.—In 1877 Mr. Johnson established himself in business at his present location. He began with a small capital, but by close attention to business and extending all efforts to please, his patronage has increased greatly, requiring a stock of about \$1,500. The store is 22x60 feet, and is a nice, cozy establishment. He employs one clerk, and does a business of from \$300 to \$400 a month, which is mostly from Gloucester City. Mr. Johnson is a native of Maryland, where he was born in 1846, and afterward came to Gloucester and started the business in which he now is. Mr. Johnson is a whole-souled, generous, warm-hearted man, and has hosts of friends, and is notable for his industry and perseverance.

**R. Milliard,** Marble Yard, Southeast corner King and Somerset Streets.—The above business was established by Mr. Milliard about five years ago, and now comprises two departments, one 40x14 feet, used for a work room, and the other, 25x28 feet, they have for a storeroom, and here can be seen some of the latest designs of monuments and tombstones. He now carries from \$2,000 to \$5,000 worth of stock, thus giving customers a very fair opportunity for selections. Mr. Milliard has increased his trade so that he now does a very fine business, and is always ready to give his attention to any new comers. He is a native of Haddonfield, N. J., born the 10th of August, 1854, and has been a resident of Gloucester for the last twenty-four years. Mr. Milliard's trade is not only in Gloucester but scattered all around the country.

**Michael Reilly,** Marble and Granite Works, Jersey Avenue near the Ferry.—Eighteen years ago Mr. Reilly established himself in the above business on the corner of Market and Broadway and in 1867 removed to his present quarters. The building is 65x67 feet. In busy seasons Mr. Reilly employs from eight to ten hands, all of whom thoroughly understand their business. Those in want of monuments, tomb and headstones, posts, granite monuments, grave covers, granite and marble copings, posts and house work, North River blue stone flagging and curbing stone, can get them here, neatly executed and at moderate prices.

Mr. Reilly has also a yard fronting his establishment, 75x50 feet. He built the Soldier's Monument in Woodbury, which is fifty-five feet high, and was the first erected to the soldiers' memory in the State. Mr. Reilly was born in Ireland in 1841, came to this country in '45 and landed in New York.

**Dr. J. A. Wamsley,** Drug Store and Office, Hudson Street above King.—This establishment was started by the doctor (in connection with the practice of medicine and surgery), in 1877. He carries a first-class stock of drugs, medicines, chemicals and everything to be found in a first-class drug store, at reasonable prices. The doctor has an office in addition to his store, where he receives his office patients. The doctor first began the study of medicine in Allowaystown, New Jersey, in the year 1870; afterwards he moved to Mullica Hill, and from there, in 1877, to where he is now located. He is a graduate of the Jefferson Medical College, of Pennsylvania, and was admitted to practice in 1869. The Gloucester City Council have selected the doctor as city physician for the three past consecutive years (elected annually), which office he has filled with credit to himself and the city. He has also been appointed Deputy County Physician, and has been twice elected a member of the Board of Education, in which capacity he now serves. He was born in Mullica Hill, N. J., in 1851 and is in every respect a self-made man.

**William Bradway,** Hardware, Paints, Oils, Lamps, Lamp Fixtures, etc., King Street above Hudson.—About a year ago Mr. Bradway began business where he now is, and is successor to the Heplum Brothers who carried on business in this old stand for a number of years. Mr. Bradway does a business of from \$8,000 to \$10,000 a year, and has about \$1,200 worth of stock on hand. He has a very fine store 20x60 feet, which makes a very good appearance on the street. Mr. Bradway was born in Salem County, N. J., in 1856, came to Gloucester five years ago, and has been a citizen of that city ever since. He is a gentleman of reliability, and takes a natural pride in sustaining the reputation of his establishment.

**James McLaughlin,** Groceries, Provisions and Teas, Northwest corner of Cumberland and Sussex Streets.—Mr. McLaughlin began business in 1881, and he has gradually increased both stock and trade ever since his opening and, has now on hand a stock of about \$1,500. The building is 20x80 feet with the dwelling attached, and in the store is always kept a choice stock of groceries and provisions. He also makes a specialty of the finest teas and coffees at the market prices. James McLaughlin was born in England in 1848, and has been in this country many years.

**Joseph Farquhar,** Bread and Fancy Cake Bakery, Mercer above King Street.—This establishment was first started by the present proprietor's father many years ago, and Mr. Farquhar became its proprietor in 1880. He now carries a stock, including articles for manufacturing purposes, of \$1,000 and does a business of from \$4,000 to \$5,000 a year. He employs two cake bakers besides being a practical one himself. Mr. Farquhar always keeps on hand a first-class stock of bread and cakes, which is made up daily of the best white wheat flour. Mr. Farquhar was born in Gloucester in 1856.

**Washington Manufacturing Co.,** Manufacturers of Cotton Goods, Factory, Gloucester City, N. J., Philadelphia Office, 207 Walnut Place.—This county is largely engaged in the manufacture of cotton goods, and probably the most extensive concern in the State of New Jersey, now engaged in the production of cotton fabrics, is that owned and controlled by the Washington Manufacturing Company, located at Gloucester City, a short distance below Philadelphia. Their immense works are situated immediately on the river front and command an excellent position for shipping of finished goods and the receipt of raw material. The view of these works from the river is magnificent, they rising up in proportions that commands undivided attention from the beholder.

The Washington Manufacturing Company was incorporated January 31st, 1844, with a paid-in capital of \$750,000, making it, without doubt, one of the largest industries in the State. The Company occupy about eight acres of ground upon which are erected two very extensive and substantial buildings, devoted to the various processes of the manufacture of cotton goods. These works are supplied with a vast amount of machinery, which includes the latest improved specialties and labor-saving appliances. The motor is derived from three engines, with an aggregate of one thousand-horse power and throughout the mechanical department the equipment is of the most approved order. About seven hundred and fifty hands are employed, including skilled and unskilled, and the semi-monthly pay roll will reach several thousand dollars. The production of these extensive works is estimated at about 12,000,000 yards per annum and these goods are distributed throughout the entire country. The Washington Mills have sustained a reputation for superiority and general excellence in their work that places them with the best engaged in the cotton trade and as such we wish to accord them a proper place in this work.

This concern is controlled by the following efficient corps of officers: President, Samuel Welsh; Treasurer, Henry W. Praul, and Superintendent, Henry F. West. Mr. Praul also devotes his time as the agent of the company and to his indefatigable efforts much is due for the permanent success of the enterprise. Their Philadelphia office is located at 207 Walnut Place, and from this point the general business is transacted. The present year is the thirty-eighth of the existence of the works and during that long period they have never ceased the production, except when repairs compelled the stoppage of the machinery, not even excepting when the late panic was spreading its devastating influences throughout the country and sapping from our industries their very life-blood.

**Gloucester City Savings Institution,** corner King and Monmouth Streets.—This institution was incorporated in April 1872, commenced business in July of the same year, and in addition to that of a savings fund and trust company they transact a general banking business. This institution stands equal to any in the country and its connections are par excellence, the officers being men that are noted for integrity and financial ability. The building is 20 feet front on King Street and extends back on Monmouth Street 120 feet, the front part only being used temporarily until the new building is completed. The officers of the institution are as follows: President, A. J. Greene; Treasurer, Frederick P. Pfeiffer; Secretary, F. F. Michellon; Solicitors, Peter L. Voorhees and James E. Hays; Notary, Edward Mills;

Assistant Treasurer, J. Pfeiffer. Directors, A. J. Greene, J. P. Michellon, James Davis, Wm. Sexton, F. F. Michellon, H. McBride, R. W. Birdsell, James Bell, G. R. Danenhowser.

**T. Ashton,** Blacksmith and Jobber, Broadway Street.—Mr. Ashton started his business at the corner of Somerset and Sussex Streets in 1878, removing to the present location on Broadway in 1880. The building occupied is 20x40 feet and was built by him for this purpose. Being a first-class workman he soon established a trade, and now does a business of from \$1,000 to \$1,500 annually. In the busy season he employs one beside himself, but mostly works and does it all himself. Mr. Ashton was born in England in 1844, and came to this country with his parents when only one year old.

**J. M. Plum,** Proprietor of Buena Vista Hotel, Jersey Avenue, south of Ferry House.—The first building that is presented to the eye after your exit from the ferry house, is that noble-looking edifice, Buena Vista Hotel, another old landmark of Gloucester, which rears its stately head toward the blue sky and whose host and hostess extends that cordial welcome which makes all guests of the grand establishment at home. Mr. Plum became proprietor of the Buena Vista, March 1st, 1874, and with an ambition suited to the wants of his guests has built up an exceedingly large trade. The house has accommodations for fifty permanent boarders. During the busy season, Mr. Plum employs from twenty to twenty-five hands, and pays out weekly between \$200 and \$300; the annual income of the house amounts to several thousand dollars. Mr. Plum figures conspicuously in the preparation of plucked shad, a delicious dish, that brings hundreds to his house to enjoy. Mr. Plum was born in Haddonfield, N. J., in 1845, and was in the same business when he moved to the Buena Vista in Gloucester, and is a gentleman understanding his business thoroughly.

**Mullins & Son,** Druggists, corner Third and Market Streets.—Mr. Mullins, senior member of the firm, first engaged in business in Woodford, Galway, Ireland, in 1847. He came to this country in 1863, and began business in Red Bank, Gloucester County, from there removed to Gloucester, where he is now engaged in business. Mr. Mullins has two very fine establishments in this city, and in each carries a full and complete assortment of drugs, chemicals, druggists' sundries, toilet articles, etc. Prescriptions left with this establishment are carefully compounded. Mr. Mullins was born in Galway, Ireland, in 1819, and is now one of the leaders of his profession and business.

**D. J. McBride,** Groceries, Provisions, Coal, Wood, etc., corner of Mercer and Burlington Streets.—In 1879 Mr. McBride started business in Gloucester on the corner of King and Hudson Streets and subsequently removed where now located. He carries about \$1,200 worth of stock which consists of a very fine line of family groceries, fresh butter and provisions, as well as coal and wood. Mr. McBride's establishment is 22x25 feet in dimensions, employs two clerks and does a business of from \$6,000 to \$8,000 a year. He is a native of Kent County, Delaware, born in 1847 and came to Gloucester in May, 1869. He was at one time City Recorder and is now a member of the Common Council.

## HADDONFIELD.

One of the most inviting towns in Camden County is Haddonfield, which is located on the line of the Camden and Atlantic Railroad, six miles from Philadelphia, and fifty-five from Atlantic City. It is one of the cleanest and best kept towns within a short distance of Philadelphia and is a popular place of residence for many of the business men of the latter city during the summer months.

Haddonfield dates its first settlement about two hundred years back, when John Haddon, a wealthy English Quaker, purchased 1,000 acres of land, lying between Cooper's and Newton Creeks, about five miles east of Philadelphia. The section was then a wilderness. It was Mr. Haddon's intention to become a resident in the New World, but being possessed of considerable property in England and having a daughter married and settled there, he abandoned that idea and never saw his domain. His youngest daughter, however, a few years afterward, came across the ocean and made a settlement on the purchase, building a home, and the year following married. From this union sprung the early inhabitants of Haddonfield. The changes and growth of the village has been slow and its history has been devoid of startling incidents.

The town of to-day has a population of about 1,200, and is handsomely built up with numerous attractive cottages and villas. The educational and religious pretensions of Haddonfield are modest and straight forward, but unrestrained. All denominations of the Protestant faith are represented and the church buildings, six in number, are amply sufficient for the accommodation of a large populace, while the public schools are excellently conducted and presided over by efficient teachers. Private schools of the most unexceptionable order are located in the town.

Haddonfield is well supplied with mercantile houses and is the centre of a large country trade. It has also a newspaper and the community is known for its culture and refinement. Numerous trains, together with its pleasant situation and surroundings, is fast bringing Haddonfield into greater prominence, and its future gives promise of a continued increase in population. Its prominent industries are as follows:

**S. A. Willits & Co.,** Lumber, Wood, Coal, Hardware, Guano and other Fertilizers, Mill Work and Agricultural Implements, corner Tauner and Redmont Streets.—This extensive business has been established for nearly half a century. Mr. S. A. Willits succeeding his father, S. S. Willits, deceased, in 1866. The firm have held the leading rank in their line in Haddonfield and are at the head of the most prominent representative firms of the trade of this section of Camden County, their trade extending over a radius of twenty-five miles. The stock consists of a full line of builders' hardware, agricultural implements, plows, harrows, coal, wood, lumber, lath and shingles, etc. The firm comprises S. A. Willits, a native of Camden County, who has been a resident of Haddonfield all his life, being educated and raised there, and W. S. Hart, also a native of Camden County, who was admitted to a partnership in 1876, but who has a life-long experience in the business previous to his becoming a partner. The united aid of six experienced hands is required to conduct the business of all the departments of the house. In addition to his other business, Mr. Willits is agent for the following fire insurance companies: Fire Association of Philadelphia, Orient Insurance of Hartford, Mercer County Fire Insurance Company and Monmouth Fire Insurance Company.

**T. W. Margerum & Bro.,** Dealers in Fresh and Salt Meats, Butter, Eggs, Lard, etc., Main Street.—It is now over a period of twelve years since these gentlemen began their industry here. The building occupied is a large frame edifice, 15x22 feet in extent, with an office in the rear, and the best refrigerators and ice presses are erected for the preservation of meats and

all classes of perishable articles. The stock carried bears an estimated value of \$1,000 and sales are at the rate of \$300 per week, the trade done extending over the country for five miles around. Three wagons are always employed on the road in the trade and four experienced hands are kept constantly employed. The firm is composed of T. W. and W. W. Margerum, both of whom are natives of Bucks County, Pa.

**George H. Tule,** Carriage Builder, etc., Haddonfield Pike.—Ten years ago Mr. Tule founded the leading carriage and wagon industry of Haddonfield, and has ever since identified himself with this branch of the trade of the town, becoming its most prominent representative. The buildings occupied embrace a fine blacksmith shop, 30x32 feet; wheelwright-shop, 30x60 feet, with the finishing and paint-shops on the second story and wood-shed covering an area of 32x40 feet, and all are furnished and fitted with the best tools and machinery for all departments of the trade. The stock carried is estimated at a value of \$4,500, this being limited to meet immediate demand, as the work done is mostly to order. Sales are extensive and are estimated at over \$18,000 per annum, and none but the best materials of seasoned woods and goods are used in the manufacture. A specialty is made in horseshoeing, and the largest trade in this line is done in Camden County, Mr. Tule having won a celebrity in this branch of the business. Fifteen skilled hands find constant work in all the branches of the house. Heavy and light wagons and buggies for farm and market use are among the vehicles turned out by Mr. Tule, who is a native of Burlington County and one of the most respected of the community of Haddonfield.

**Clement & Giffin**, Dealers in Dry Goods, Groceries, Boots, Shoes, Hardware, Farming Implements, etc.—Mr. Clement is Agent for the Millville and Cumberland Mutual Fire Insurance Companies—Main Street, corner of Ellis Street.—Nine years ago this extensive and representative firm laid the foundation of this present enterprise and now hold prominent rank in their branch of the industries of Haddonfield. The store occupied is the largest in the town and best appointed for the trade of general merchandise. It is a three-story frame edifice, 56x140 feet in extent. The stock carried bears a representative value of \$11,000 and is composed of a superior line of dry goods, notions, groceries, boots and shoes, farming implements, plows and castings, and sales are estimated at the rate of \$55,000 per annum. Seven experienced clerks find constant employment in making up and shipping goods. The post office is located in the building. The firm are A. W. Clement, a native of Camden County, who has been postmaster of the town from the time of Lincoln, and one who has been in the business for twenty-seven years. He is one of the borough officers and agent for the Millville and Cumberland Mutual Fire Insurance Companies. T. M. Giffin is a native of the same county, and a first-class business man. After having been in the employ of Mr. Clement for a number of years was admitted to a partnership nine years ago, bringing an enviable record of twenty years' experience at the trade.

**Charles S. Braddock**, Hardware, Cutlery, Farming Implements, etc., New Jersey Building, Main Street.—Four years ago Mr. Braddock laid the foundation of his present enterprise, and almost from his first start has enjoyed a successful trade. The store is in the New Jersey Centennial Building, and is one of the finest in the township. The stock carried is a full and comprehensive one, reaching a value of \$3,000, and is chiefly composed of building hardware in great variety, saws, tools and cutlery, housekeepers' hardware, nails, pumps, farming implements and barbed wire. Sales are estimated at the rate of \$10,000 per annum, the trade done extending over the township and Camden County and the surrounding country for a radius of fifteen miles. Mr. Braddock is a native of Medford, in Burlington County, and has been trustee of schools for nine years. At one time he was largely engaged in the growth of cranberries, and was the first to start this crop in 1850 in this State.

**F. M. Tilton**, Druggist, Main Street.—Mr. Tilton, who is a native of Easton, Pennsylvania, and a thoroughly experienced professional pharmacist, chemist and druggist, having obtained his diploma from the Philadelphia College of Pharmacy, came to Haddonfield eight years ago and founded the leading drug store in the town. The store building is one of the best-fitted and equipped in the trade and has been specially built for the drug business. A fine laboratory is in the rear where Mr. Tilton makes up from the finest line of medicines all prescriptions, and manufactures Crystal Pepsine, Saccharated Pepsine, his leading specialty of dyspepsia mixture, and the manufacture of all fluids, extracts and chemicals, a line of chemicals being made and shipped to Philadelphia. The stock carried bears a representative value of \$1,200 and is made up of the fullest and finest line of drugs and medicines and mixtures and horse powders for diseases of pink eye and epizooty. Mr. Tilton is a young man of experience and first-class pro-

fessional and business address, and is the maker of his own position, he having begun his profession on nothing but his indomitable courage and manhood.

**Argus and Advocate**, Watkins & Lovell, Proprietors, Main Street.—This journal must be ranked among some of the best of the press in this section of the State. It is twenty-eight columns, independent in politics, and a popular advertising medium, having a wide circulation. It has only been established for the last two years, and has the best local support of Haddonfield and Camden County. It has added a fine, plain and ornamental job printing office and turns out the neatest and best class of work, and employs three skilled hands. The office is in the New Jersey Centennial Building, on Main Street, and is fitted up with the best press and furniture for the business. The individual members of the firm, are J. E. Watkins, a native of Virginia and an experienced railroad official, and W. J. Lovell, a native of Toronto, Canada. These gentlemen are also proprietors of the *Moorestown Chronicle*. Mr. E. S. Hammell is the editor and manager.

**Julius Smith**, Jewelry Case Manufactory, Mansion Avenue.—This gentleman founded his industry five years ago and is the only representative of his branch of the industries in Camden County. The building occupied is a neat two-story frame structure of forty-five feet square and is fitted with the best approved modern machinery, which is operated by a steam engine. Twelve experienced hands find constant employment in all the departments of the factory. Morocco and velvet cases and boxes of every shape and size are made and all the products of the factory are shipped to New York.

**Jacob P. Fowler**, Boots and Shoes, Main Street.—Mr. Fowler has recently opened one of the new business enterprises that has been added to the trade of Haddonfield during the past year, and in this short period of time has won a prominent rank in this branch of trade. His store is one of the best devoted to the business, and is a nice frame structure of three stories high, 18x30 feet in extent, and is well located on the main street. The stock carried is a well selected assortment of ladies' and gentlemen's boots and shoes, and the business done is estimated at about \$2,000 per annum. Mr. Fowler is a Justice of the Peace of the township and has been so for the past seven years, and is one of the most respected of the community of Haddonfield.

**William S. Hart**, Lumber and Coal, Haddonfield.—An establishment worthy of note as of practical importance in a village like Haddonfield, is the coal and lumber yards of William S. Hart. Quantities of coal are consumed by the manufacturing establishments located in the town, independent of what is demanded by the private citizens, and a liberal share of the patronage is enjoyed by Mr. Hart. All varieties of coal from the most celebrated mines are kept constantly on hand and are sold at the lowest market rates, either by the ton or car-load. Strict attention is paid to screening and slating, consequently purchasers may be confident of obtaining none but good fuel. A fine stock of lumber, both for building purposes and fuel is also kept at very moderate prices. Mr. Hart is an enterprising man and well deserves the success he is attaining.

## CAPE MAY.

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ONE OF THE MOST ATTRACTIVE SEASIDE RESORTS IN AMERICA, AND THE  
UNDISPUTED POSSESSOR OF THE FINEST BEACH.  
EIGHTY-ONE MILES FROM PHILADELPHIA.

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That is a peculiar conformation of the Atlantic coast where the southern boundary of New Jersey becomes drawn out into a long-pointed strip of land and projects far down into the ocean. It would seem as if the forces which had been at work in ages past, chiseling out bays and headlands, had foreseen a coming need and, working with intelligent purpose, had left this strip of land, that upon its very point where the waves welcome the noble Delaware to their embrace, might be situated the famous watering place at Cape May. It is built upon the extreme point of the Cape from which it takes its name, so-called after Cornelius Jacobus Mey, a navigator in the Dutch East India Company, who visited Delaware Bay in 1623. The territory embraced in Cape May County was purchased from the Indians in 1630 by a Dutch colony—the deed for the purchase being still preserved among the archives of the State of New York at Albany. More than a half century ago Cape May was visited by persons in search of health and recreation. It was not, however, until the popularization of steam navigation, that it began to develop into the proportions it now presents. Watson, in his "Annals," describing a visit there in 1822, says, it "is a village of about twenty houses, and the streets are very clean and grassy."

A "Summer City by the Sea" is often in its appearance a rude shock to preconceived ideas. Every circumstance, however, attendant upon a first introduction to Cape May is calculated to satisfy all expectations. A swift two hours' flight over the West Jersey Railroad from Philadelphia precedes arrival at the handsome station of the Company, upon the very sands of the ocean. The traveler, glancing at the curling crests of white foam, accompanied with long-drawn inhalations of the salt sea air, is whirled through the town to his chosen stopping-place, with glimpses of hotels, great and small, elegant residences, cozy cottages and a prevailing air of refinement, which form a bright picture, full of promise for the pleasure in store.

In estimating the merits of a seaside resort, its adaptation to the purposes of surf-bathing is one of the most important considerations, and in this respect Cape May is wholly without a rival. It possesses one of the few really fine ocean beaches of the world, a splendid expanse of smooth white sand, firm yet soft to the tread, stretching for miles up and down the coast, over whose slight incline the waves break with a regularity and gentle force which makes life-lines entirely unnecessary. The hotels and cottages are in close proximity to the beach, which circumstance forms a prominent factor in the exceptional popularity of the place. The situation of the Cape gives it peculiar and decided advantages as a sanitarium. It is surrounded on three sides by the Atlantic, whose purifying breezes fan it without stint and afford almost entire immunity from the pest of the seaside resorts, the mosquito. It was this natural adaptation to the purposes of both health and pleasure that made Cape May a favorite resort long before the era of railroads. It was sought by thousands in that early time who loved the sea for its beauty alone and it will continue to preserve its prestige unbroken so long as man continues to be endowed with the capacity to enjoy. The patronage of the place has long been monopolized by a class which represents at home the highest grade of intelligence, social standing and culture. The thousands of annual summer visitors from Baltimore, Philadelphia, Washington and Pittsburg, representing the best families of those cities, have left the impress of their character upon the town, encouraging that thrift and enterprise and good taste in its citizens which builds up beautiful avenues, preserves a cleanly, wholesome condition of its streets, and creates a strong healthful public opinion in the direction of morality, culture and refinement.

The West Jersey Railroad is operated by the Pennsylvania Railroad Company, and the same excellent and liberal management which characterizes that great corporation has done much to popularize Cape May. The road-bed and track are in perfect condition and express trains of the finest passenger cars that reach any resort on the Atlantic run through from Philadelphia to the Cape in two hours without stopping. A large and complete Excursion House is owned by the Company, in which every convenience is provided for transient visitors; and a new station is occupied, which is a model of beauty and convenience.

A magnificent drive, fifty feet wide, extends along the whole sea-front flanked on the ocean side by a board-walk ten feet wide. These are constructed in the best manner, the drive being well graveled and connecting as it does with the principal streets of the town, forms a continuous circuit of many miles, combining the unsurpassed ocean scene and the most attractive views of the city. The board-walk sweeps along in graceful curves for a distance of nearly two miles, and as smooth as a ball-room floor, commanding an unobstructed prospect of the bathing grounds on the one side and the carriage-way on the other. The principal avenues of the city are covered with shells from the sea, thus rendering them free from dust and delightful for promenaders and others visiting the handsome shops, hotels and private residences extending along them.

These facilities added to the very superior bathing afforded by the beach cause the place to grow in popularity from season to season. It can be safely said that no seaside resort in America surpasses Cape May in attractiveness, in excellence of location and in facility of access, and but few can claim to be its rivals in these respects.

The great fire of December, 1878, which swept over thirty acres of hotels and cottages, so far from resulting in permanent disaster, has proven to be a blessing in disguise. Forty-six new hotels and cottages, the former mostly handsome brick structures, have been erected, affording accommodations for ten thousand guests. The fire made a clean sweep of everything in its path leaving a clear field to be laid out anew and in accordance with modern taste and requirements. This has been done, and while patrons of the old Cape May will miss the familiar aspect to which they have been accustomed, they will welcome the great and manifest improvements visible in the new.

There are two newspapers which are issued daily during the season and weekly throughout the year. The city is thoroughly drained, has plenty of pure water for drinking and culinary purposes and is lighted with gas. The resident population was 1,248 in 1870 and 1,699 in 1880. The summer population reaches from 10,000 to 20,000.

**J. Henry Edmunds**, Real Estate and Insurance, 38 Washington Street.—Mr. J. Henry Edmunds has been in the real estate and insurance business about three years. He represents a number of first-class insurance companies, and any one in need of insurance cannot do better than give him a call and examine into the merits of the different companies he represents. The real estate business has of late been looking up somewhat in and about Cape May City, and several tracts of lands have been purchased here by New York and Philadelphia capitalists, with a view of putting up large improvements, about \$375,000 worth of property having changed hands since September, 1884. The West Jersey Railroad has reduced its rates from Philadelphia to Cape May and back, and an excursion ticket good for ten days, may now be had for \$2.00. This will encourage travel to Cape May, which possesses natural advantages over Atlantic City and other much advertised places. Mr. Edmunds was born and raised in the State of New Jersey, is thirty-five years of age, a first-class business man, attentive and energetic. He is also Superintendent of the Cape May Gas Light Company, and is very highly regarded and has the confidence of the community. He is also Superintendent of the Delaware Bay R. R. and Sewell Point R. R. Company. He was councilman from 1873 to 1878. These positions testify to the confidence reposed in him by this community. He is besides Superintendent of Sewell's Point Improvement Company, which intends to expend \$200,000, in buildings and drives.

**J. S. Garrison**, Stationery and Variety Store, 69 Washington Street.—This popular establishment was first opened by J. S. Garrison in 1864 and he has continued the business ever since with success. He is in a favorable location and has a very large double store which is literally crowded with goods of every description. He carries a large assortment of blank books, writing and wrapping papers, drafting paper, legal blanks, gold pens, stylographic, steel and quill

pens, pencils, etc., school stationery, pocket cutlery, razors, scissors, glue, sand and emery paper and small hardware; also, sewing-machine oils and needles, bracket saw blades, fishing tackle, small cordage for skiff and yachts, anchors, pulleys, oars, twines, clothes-lines, albums, scrap-book pictures, chromos, pocket-books, shell-purses, toilet articles, brushes, combs, soaps and perfumery. Also, a full line of toys, buckets, shovels, rakes, wagons, wheelbarrows, croquet hoops, base ball bats, dolls, picture frames, musical instruments, such as violins, accordions, harmonicas, guitars, banjos, Jews' harps, violin strings, sea shells, and hundreds of other things too numerous to mention. He is miniature ship and boat manufacturer. Mr. Garrison is a native of the State of New Jersey and is forty-nine years old and a first-class pushing business man. Was formerly postmaster for eleven years and is one of the leading business men of the city. His success is well deserved and due to his own efforts.

**Mechanics' House**, John Stewart, 9 Decatur Street.—Mr. John Stewart commenced business here some seven or eight years ago. The "Mechanics' House" of which he is the proprietor, is favorably located on Decatur Street, near the business centre, and about a block and a half from the railway depot. The house can accommodate fifteen or twenty guests, and while it does not make any great pretensions, a comfortable room and a good, well-cooked meal can always be found here, in fact, a man may fare better here than in many places of greater pretensions. Mr. Stewart's chief business is that of bottling beer, for family use, and he commands a very desirable trade. Mr. John Stewart is an Irishman by birth, a man of large experience and liberal views, and a good business man. He is about fifty years of age, is a member of City Council, and has held other important public offices, attesting his popularity. His success is well deserved and entirely due to his own efforts.



**J. W. Corson**, Confectionery and Fruits, 5 Washington Street.—Mr. J. W. Corson opened a confectionery and fruit store here about a year ago, at No. 5 Washington Street. The location is a desirable one, being within sight of three or four large hotels, and in full view of the ocean and beach. He carries a very fair stock of confectionery and fruits, both foreign and domestic, and so far has done a reasonable share of business. Mr. Corson is a carpenter by trade, and follows his trade, while Mrs. Corson attends to the store; she is an excellent business lady, and fully understands her business. Mr. Corson was born and raised in the State of New Jersey, and is about forty years of age, and is a good business man. He served in the army during the war, in the Twenty-fifth New Jersey Regiment, and was honorably mustered out when his term of service expired. He is still a member of the G. A. R.

**Ocean Breeze Hotel**, Francis J. Green, 31 Washington Street.—Mr. Francis J. Green succeeded his father in this business, September, 1881. The business stand is an old one, the senior Mr. Green having run the house for thirty-six years or more, and it is now the oldest house in its line on the island. The house is centrally located and does a very good business over the bar, selling liquors and wines, and also selling cigars and tobacco, etc., of all of which Mr. Green carries a large and select stock. The house does not cater for boarders or transient guests, but depends upon its bar trade. Mr. Francis J. Green is a native of Philadelphia, Pa., about thirty-six years of age, and a good smart business man.

**Geo. M. Powell**, Merchant Tailor, Bathing Robes and Gents' Furnishing Goods, Clothing, Decatur Street.—George M. Powell has been in business here as merchant tailor some thirteen years. He carries a large stock also of ready-made clothing, bathing robes of his own make, and a full line of gents' furnishing goods. Mr. Powell carries a nice selection of French, English, Scotch and American cloths, from which to make selections. He also gives special attention to cleansing, scouring, cutting and altering garments. Mr. Powell is doing a very fair business, and is a good tailor, and whatever work comes from his establishment may be considered as well done. Mr. Powell is a native of England, but he has been in this country many years. He is a gentleman about sixty years of age, a good business man, industrious and attentive to his own affairs.

**S. F. Ware**, Stationery and Fancy Goods, 46 Washington Street, and Drugs, Columbia Avenue and Ocean Street.—Mr. S. F. Ware commenced business at Cape May about twelve years ago, in the drug line, and has done a very successful business ever since. His drug store is located at the corner of Columbia Avenue and Ocean Street, and here he carries a full line of fresh drugs and medicines, toilet and fancy articles in great variety, cigars, etc. A short time since he opened the store, No. 46 Washington Street, where he keeps an elegant stock of fancy goods and stationery of every degree and kind. He has also just put up in this store an elegant soda-water fountain, and he will keep that cooling beverage on hand during the warm season. The location is all that can be desired, the store is light and airy, and the fixtures elegant, and there is every reason to believe that he will do as well in this store as in the other. He will leave the management of the busi-

ness at 46 Washington Street in the hands of a competent clerk. Mr. S. F. Ware is a native of Salem County, New Jersey. He also keeps a large drug store in Wilmington, Delaware. He is well regarded and one of the rising young business men of the city of Cape May.

**A. W. Williams**, Fish, Oysters, Clams, Meats, Chickens, Butter and Eggs, 9 Decatur Street.—Mr. A. W. Williams commenced business here about three years ago, and is located at No. 9 Decatur Street, where he deals in fresh fish, oysters and clams. He also has a stock of A 1 hams, shoulders, bacon, bologna, green fitch, lard, chickens, butter and eggs. He supplies cottages and hotels, as well as private families, and all goods are delivered free of charge in any part of the city. Mr. Williams' stock is always fresh, only goods of first quality are kept, and he is doing quite a comfortable business. Mr. A. W. Williams was born and raised in the State of New Jersey, is a young man thirty-two years of age, of good business ability and very industrious and attentive to his affairs. He is well regarded and fully deserving of all success.

**M. S. Everingham**, Groceries and Provisions and Fruits, 63 Washington Street.—This grocery house was established about three years ago by Mr. M. S. Everingham. He is in a favorable location on the chief thoroughfare of the city, and has a nice, large and well-lighted store. Here he keeps a full stock of fine and staple groceries of all kinds—choice teas, coffees and spices and a full line of provisions, choice meats, both salt and fresh; he also keeps fruits, both foreign and domestic, and he is doing a very desirable business. Mr. Everingham was born and raised in the State of New Jersey, and he is now thirty-nine years old, is a good business man, and devotes his entire time and attention to his business, and he is favorably thought of and deserving of success.

**Walter S. Carroll**, Barber Shop, Cigars, Tobacco and News, 28 Washington Street.—Mr. Walter S. Carroll commenced business here some eleven years ago, and has done well from the beginning. He has a good location, and a very neat, attractive-looking place. His establishment is divided into two rooms, the front one being devoted to the sale of cigars and tobacco, of which he carries a fine assortment, and to the sale of newspapers, etc., while the rear room is fitted up very neatly as a first-class barber shop. Mr. Carroll is doing a leading business, both in his cigar and news store, as well as in his barber shop, and he understands his business and attends to it. He is a native of the State of Wisconsin, is about thirty-one years of age, popular, and deserving all the success he attains.

**Hugh Slavin**, Boot and Shoemaker, Decatur Street.—About eight years ago Mr. Hugh Slavin established himself in Cape May City as a boot and shoemaker. He is located on Decatur Street, and makes boots and shoes to order only, and does repairing. He does not carry any ready-made stock. He is an old gentleman of seventy-four years of age, and has been in this country fifty years, having been born in Ireland. He is a good shoemaker, and what work he does he does conscientiously and may be relied upon as being well done.

**Amerleau House, P. Koenig, Proprietor, Nos. 8 and 10 Washington Street.**—Mr. P. Koenig has been established as proprietor of the American House some eighteen years. During the time that he has had the management of the house, it has earned for itself a very enviable reputation, and the house has the name of setting a first-class table, and furnishing solid comfort in other ways unsurpassed by any house of greater pretensions. The house is located in the business part of the city, within a short walk of the beach, so that it is convenient for both business men or pleasure-seekers. The house accommodates fifty guests and upwards. Mr. Koenig is a native of Germany, but has been in this country many years. He is about fifty-five years of age, an excellent business man, and very popular and highly regarded by all. The American House is open all the year.

**H. A. Kennedy, M. D., Drugs and Medicines, corner Washington and Decatur Street.**—This popular drug store was established in 1843 by the father of the present proprietor. The Doctor has been in business some fifteen years and succeeded his father some five years ago. He has continued the business since uninterruptedly and with unvarying success. The location is one of the finest business corners in the city. The store itself is large, roomy, well lighted and airy, and is fitted up attractively and elegantly. Dr. Kennedy carries a large and well-assorted stock of drugs and medicines, a full line of fancy and toilet articles, wines and liquors of the very choicest brands for medicinal purposes, and a choice line of cigars and cigarettes. Also dispenses soda and mineral waters during the summer months. Dr. H. A. Kennedy was born and raised in the State of New Jersey and is thirty-five years of age. He is a practicing physician and has a very handsome practice. He is popular and well thought of by everybody, and is doing a successful business which he justly merits.

**C. S. Magrath, Proprietor Cape May Wave and Book and Job Printing Office, 32 Washington Street.**—The paper called the *Cape May Wave* and the book and job printing office connected therewith was founded in 1855 and twelve years ago, in 1870, passed into the hands of the present proprietor, Mr. C. S. Magrath. The *Wave* appears daily during the summer months and weekly during the balance of the year. It has a circulation of 1,500 and its advertising columns are well patronized by the merchants of Cape May and vicinity. The book and job printing department is all that can be desired and the work turned out by it is very creditable and first-class in every respect. Mr. Magrath, the proprietor and editor of the paper, is a native of Ireland, but has been in this country many years. He is thirty-eight years of age, a first-class practical printer himself, and a smart, bright business man. He served in the United States Army during the war and was honorably mustered out. He stands high in the esteem of his fellow townsmen and has filled the offices of Councilman, School Trustee and District Clerk. He has been successful and has fully deserved his success.

**Griscom's Salem County Milk and Cream Depot, Charles H. Smith, Agent, corner of Washington and Jackson Streets.**—The agency for the sale of Griscom's Salem County milk and cream was established here about two years ago, under the charge of Mr. Charles H. Smith. The establishment furnishes

a superior article of milk and cream in any desired quantity both to hotels and families, and for that purpose keeps a number of wagons to make delivery free of charge. Mr. Smith also sells milk by the glass over the counter and also retails milk and cream to all who come, and for that purpose he has had fitted up a regular saloon with tables and chairs and is now doing quite a business. In addition to the milk and cream business he has also a nice ice-cream parlor where the best of ice-cream can always be enjoyed. Mr. Charles H. Smith is a native of Pennsylvania, but has been in this State quite a while. He is thirty-two years of age, of good business ability, industrious and well regarded. Barclay Griscom, who owns the dairy in Salem County, N. J., started the business in 1878. He owns a large farm of some 350 or 400 acres in Salem County besides large upland meadows where are pastured some 470 milch cows of the best stock to be found in the country. He supplies with the superior milk of his dairy, nearly all the principal hotels of Philadelphia. Like Abbott's, Griscom's milk and cream has become a household word.

**I. R. Snyder, Restaurant and Oyster Saloon, Decatur, below Washington Street.**—Mr. I. R. Snyder has been in the restaurant and oyster saloon business some twelve or fifteen years, and has done well at it. He has a favorable location on Decatur Street, just below Washington, a nice, cool, airy place, where he serves meals at all hours, and makes a specialty of a fifty-cent dinner. Boarding may also be had here, by the day or the week. Mr. Snyder also supplies families with oysters in every style, and is doing quite a business. Mr. I. R. Snyder is a native of the State of Pennsylvania, and is about fifty-two years of age. He is an excellent business man, and well adapted for the business he is in. His restaurant is much frequented, not only by summer visitors, but by the inhabitants of Cape May City, and especially during the oyster season, when everybody drops into "Snyder's" for a "stew" or a "fry," which he appears to have a faculty for rendering especially good and tasty. Mr. Snyder is well thought of, and stands high in the estimation of the citizens.

**Uriah Nixon, Boot and Shoemaker, Jackson Street, near Depot.**—Mr. Uriah Nixon came here about four years ago and opened a shop for repairing boots and shoes. He is located on Jackson Street, near the railroad, and his location is a desirable one. He is a good repairer and does a fair share of business. Any work intrusted to him is carefully and promptly done at lowest prices. Mr. Nixon is a native of North Carolina, and is about forty-eight years of age. He is attentive to his business and very industrious, and deserving success.

**M. H. Golt, Family Groceries, Meats and Provisions, Butter, Eggs and Vegetables, 37 Jackson Street.**—Mr. M. H. Golt is comparatively a new comer in the grocery line, having commenced business here about a year ago. In doing so, he chose a large, roomy storeroom, at No. 37 Jackson Street, and he carries a very nice and complete stock of fine and staple groceries of every kind, canned goods of the best brands and a full line of provisions, embracing salt and fresh meats of all kinds. He also keeps butter, eggs and cheese, and garden truck of all kinds in season. He is doing a very comfortable business and keeps a horse and wagon, wherewith to make free delivery in the city and vicinity. Mr. Golt

is a native of the State of Delaware, and is thirty-eight years of age, is an excellent business man, very pushing and active, and he spares no efforts to make his business a success. He is energetic and enterprising, responsible and reliable, upright and honest in all his business dealings, and is highly respected and esteemed as a business man and a citizen.

**John Akins**, Candies, Fruits, and Ice-Cream Saloon, etc., 29 Washington Street.—Mr. John Akins has been in the ice-cream saloon and candy business about twelve years, and his location at No. 29 Washington Street, is a good one for the business. The store is light and airy, and cool in summer, and he carries quite a stock of candies of every kind, and fruits, both foreign and domestic; also dispenses soda water and ice-cream, and is doing quite well, having a steady patronage. Mr. Akins was born in Pennsylvania, and has been in this State a number of years. He is a young man, twenty-eight years of age, a good business man, attentive and industrious, and is well regarded. He is gradually and steadily building up his business, and fully deserving all the success he attains.

**John Shields**, Fairmount House, Decatur Street.—Mr. John Shields has been in business here some fourteen or fifteen years, having a saloon in a house adjoining and being part of the Fairmount House, which was owned and run by Mrs. Shields, his mother. Mrs. Shields died last year and now Mr. John Shields has assumed the management in addition to his liquor business. The Fairmount House is located on Decatur Street, not far from Washington, the business centre, and only a block and a half from the railroad depot. The house is also within five minutes' walk of the beach and is especially adapted for a family boarding-house. The rooms are cool and airy, the table and attendance good and the house can accommodate about fifty guests. Mr. John Shields has had considerable experience in the business, having always assisted his mother more or less in the management of the house during her lifetime. The house has always done a good business and will likely continue to do so under Mr. Shields' management. He is a bright, active business man, who knows what he is about. He is a native of Pennsylvania and is thirty-three years old, pushing and energetic and popular.

**Delaware House**, Wm. S. Schellenger, Proprietor, Lafayette Street, corner of Delaware Avenue.—The Delaware House, now owned and managed by Wm. S. Schellenger, was built about forty years ago, by Mr. McRay, the father of Mrs. Schellenger. He was proprietor and "mine host" for many years, during all of which time the reputation of the Delaware as a well-kept house, a comfortable home, patronized by the most respectable people, stood second to no house on the island. Mr. McRay finally made a present of the hotel and grounds and everything belonging to it to his children, and Mr. Wm. S. Schellenger, one of his sons-in-law, rented the house from the remaining children and carried on the business for several years. At last Mr. and Mrs. Schellenger bought out the interest in the hotel property from the other children, and thus became sole owners of the place. The house is large and comfortable, and can accommodate from seventy-five to eighty-five guests. It has large, cool parlors, very broad and shady verandas on three sides of the house, and fine croquet grounds and lawns for children to play on.

The house is particularly well suited for a nice family boarding-house, where there is ample room for children, and delightful shady lawns for play, games, enjoyments of every kind for both parents and children. The table is excellent, provided with everything the season affords in abundance, well prepared, and served by polite and attentive waiters, and charges are always very reasonable, special low rates for families and for the entire season. The house is only five minutes' walk from the beach, sufficiently close for all purposes. Mr. and Mrs. Schellenger make the wants of their guests their study, and every year the steady patronage by old and new guests proves their popularity. The proprietor is also the owner of two handsome cottages, which he rents for the season, furnished. Both are already rented for this year. Guests will not only find the Delaware a pleasant place, because of its good cheer and attractive surroundings, but also and specially from the kindly and agreeable interest manifested toward her guests by the amiable proprietress, whose long experience, kindly attention to her guests and pleasing manners, have won the respect and esteem of all who have been favored with a home for the summer in the old established and popular Delaware House.

**I. Aaron Garretson**, Real Estate Agent, 32 Jackson Street.—The real estate office of I. Aaron Garretson was opened by him about two years ago. Cape May has a great many non-resident property owners, who find it necessary to employ an agent to look after their interests during their absence. There are also here a number of people, who own one or more cottages, which they are in the habit of renting out, either furnished or unfurnished, to visitors during the summer season, and the agents often having better facilities for renting these places than the owners have, the owners also place their cottages in the agent's charge. This chiefly constitutes the Cape May real estate agent's business—the renting of cottages for non-resident or resident owners, and the care of property for non residents, who occupy their property only during the summer season, and the sale and exchange of real estate. He has sold and settled up from September, 1881, to March, 1882, some \$75,000 worth of property. Of late there has also been some extensive sales in real estate, and the same is beginning to look up. Mr. Garretson has been long enough in the business to be pretty well known, and he has his fair share of business. He is a native of this State, born in 1851, and is a thorough-going, active man, being well posted in the business he is engaged in. He is well thought of, and is a conscientious agent.

**George Hildreth**, Flour and Feed, 32 Jackson Street.—Mr. George Hildreth commenced business here about twenty years ago, and he has done a prosperous business uninterruptedly since. His store is in an eligible location, is large and roomy and well adapted to the business. Mr. Hildreth carries a large assortment of flour of choice brands; also, all kinds of feed, and is doing a very comfortable business. He is very attentive to business and industrious. Mr. Hildreth was born and raised in the State of New Jersey, and is a gentleman about fifty-eight years of age, and an excellent business man. He owns the business property occupied by him, as well as other property, and he is one of the leading business men of the city of Cape May.

**Carlton House**, Cape May Improvement Company, Proprietor, Mrs. R. E. Frick, Manager, Cape May Point. —This elegant and extensive edifice, formerly known as the Sea Grove House, is a spacious frame building of one hundred and twenty-five rooms with ample accommodation for three hundred and fifty guests. All the rooms are light, cheerful and well ventilated and its halls and corridors form extensive promenades should the weather out of doors be unsuitable for exercise. These afford the most extensive views of ocean and bay and the grandest out-look on the coast of Jersey. It is one of the finest furnished and equipped hotels in the country and is first-class in all its appointments. Its spacious dining hall will seat three hundred and fifty guests at a meal and its elegant reception parlors and fine office are models of taste and neatness. It is located at Cape May Point with an uninterrupted view of the Atlantic Ocean and Delaware Bay. Its

and cold sea-water baths and swimming pools. Also billiard rooms, bowling alleys, lawn tennis, croquet and every other provision for outdoor and indoor pleasures have been provided by the Company for their guests.

Mrs. R. E. Frick, late of the Aldine, Atlantic City, has charge of the house. This lady is well known to a very large number of people summering at the seaside, and is a most agreeable, polite and attentive hostess, highly esteemed by her guests, and as a lady, sustains an excellent status in society. A. H. Hamilton, the manager for the Cape May Improvement Company, is a gentleman extensively known, of high repute, and has fully provided for every conceivable want of his guests. He is assisted in the office and at the books and in other departments by Miss M. J. Jones, a very pleasant and obliging and communicative young lady. For beauty of location, pure air,



CARLTON HOUSE, CAPE MAY POINT.

pavilion for roller skating and other amusements is opposite and in front of the ocean and is lit by the electric light, giving it a most attractive appearance. The Cape May Improvement Company have undertaken the management of the property from the present and have spared no means to make this splendid establishment one of the most superior of its class on the shores of New Jersey.

The bathing in the surf here is unsurpassed, the beautiful strand and beach being the finest on the sea coast. All the floors are fitted with the best modern conveniences. The railroad depot is on the grounds and the steamboat piers within half a mile and only ten minutes by rail from Cape May City. Fresh milk and cream is furnished the table from the dairy of the Company, direct from their own farms in the neighborhood and delicious fresh vegetables are daily supplied from the same source. The hotel is fitted with a first class passenger and baggage elevator and hot

fine, large, elegantly-furnished parlors and chambers, superb and well-appointed dining-room, and the abundance of the good things of this life well served, for an agreeable, attentive host and hostess and manager, and polite assistants and good society, the Carlton House is not surpassed, if equaled, by any house on the Jersey coast. It is proper to note here that the Cape May Improvement Company have purchased large and valuable tracks of land at Cape May Point, in the best location, on which they intend at once to erect handsome edifices for the enlarged accommodations of those seeking a home at the seashore. Nothing could more clearly indicate the increasing popularity of Cape May than this movement. On this account the value of real estate has advanced considerably and this far-famed and popular summer resort is destined to maintain her position at the head of watering places, not only along the New Jersey, but also along the entire Atlantic coast.

**Isaac Shaw**, Bread and Cake Bakery, 49 Jackson Street and 14 Washington Street.—About twelve or fifteen years ago Mr. Isaac Shaw commenced operations here, opening a bread and cake bakery. Mr. Shaw has been doing a very good business from the start, and is in a desirable location, having an elegant place on Jackson Street, where his bakery is located. The building is a fine, three-story frame, and is his own property. It is within sight of the beach and only about one hundred yards from the ocean. The store is fitted up elegantly and with great taste, and the goods sold here are first-class every way. Mr. Shaw is doing a large business, and the same is growing every year. He is a native of Canada, and is about thirty-five years of age, a good business man and very industrious. Mr. Shaw has just purchased the property No. 14 Washington Street, which he will remodel and which is connected with his Jackson Street house, and makes a large, L-shaped annex, giving enlarged facilities for conducting his rapidly-increasing business. He also owns a store, 1322 Poplar Street, Philadelphia.

**John R. Stewart**, Jackson House, Hotel and Restaurant, 24 Jackson Street.—This hotel is located on Jackson Street, No. 24, and is within one block of the depot of the West Jersey Railroad, close to the business centre of the city and only three minutes' walk from the beach. The hotel is especially adapted for business men, it being small, and can accommodate only ten guests. The chief business of the house is its bar trade, which is good and large, owing to the proximity of the house to the railway depot. The house is well kept, and although the chief trade is over the bar the house is very quiet and orderly. Mr. John R. Stewart, the proprietor of the place, has run it for several years. He is a native of New Jersey and is about twenty-eight years of age, is a good business man, attentive and industrious and well liked by every one, and is fully deserving the success which he enjoys.

**Greenwood Cottage**, John McCann, Proprietor, Decatur Street near Washington Street.—Greenwood Cottage, located on Decatur Street, within a few yards of Washington Street, has been the property of John McCann for a number of years. The location of the Cottage is a very fair one, within a short distance of the ocean beach, and with a view of it. The house is cool and has large, airy rooms and can accommodate about seventy-five guests. The bar of the house is well patronized and does a pretty good business. Mr. McCann, the proprietor, also keeps a livery stable and fashionable turn-outs may be obtained here at any time for a drive through town or along the beach. On the whole, Greenwood Cottage has a good patronage. A shuffle board is kept for the amusement of the guests, and other diversions.

**H. R. Elwell**, Dealer in Oysters, Fish and Clams, 35 Jackson Street.—Mr. H. R. Elwell has been in business here some years, and is engaged in plumbing and gas-fitting, and in season deals in oysters, fish and clams. He is a good plumber and gas-fitter, and is kept reasonably busy in that line. Mr. Elwell is a native of the State of New Jersey, and is about thirty-two years of age. He owns the property he occupies on leased grounds. He is a good business man, very attentive to his affairs, and industrious. He is well thought of by all who know him, and his business is steadily growing.

**William Essen**, Bakery and Confectionery, etc., 48 Washington Street.—Among the successful business men of the city of Cape May, must be counted William Essen, whose popular bakery and confectionery is located at 48 Washington Street. He occupies one of the finest stores in town and everything in and about the place is elegant. The counters and fixtures are neat and attractive and gotten up with good taste. His ice-cream parlors are large, elegantly furnished with Brussel carpets, marble top tables, elegant mirrors, costly lace curtains, etc., etc. The bread and cakes and confectionery turned out by this establishment have a reputation of their own, and are simply first-class. The business done is large, and one of the best in its line. Mr. William Essen was born and raised in Osnabruck, Hanover, Germany, but has been in this country a number of years. He is about fifty-seven years old, and is a first-class baker and confectioner and a good business man as well. He owns the property where he does business and where he also resides, and it is one of the finest in the city of Cape May. Mr. Essen may be counted one of the leading business men of the city.

**W. A. Devitt**, Furniture, Refrigerators, Show Cases and Children's Carriages, No. 1 Mansion Street.—The very popular furniture warerooms of W. A. Devitt are located at No. 1 Mansion Street. Mr. Devitt has been in business here nearly fifteen years and his establishment, as well as himself, is pretty well known in the city and surrounding country. He carries a very large stock of furniture of every kind, parlor and bed-room suites, chairs, tables, lounges, etc., etc. He also has on hand a large stock of refrigerators, show cases and a full line of children's carriages. He not only sells these articles but also rents them out for the season to families residing here during the summer only. Mr. Devitt is doing a very nice business and the same is constantly increasing. Mr. Devitt is a native of Philadelphia, and is about forty years of age. He is an excellent business man, very attentive and industrious and deserving of all success. In addition to the sale of furniture, etc., Mr. Devitt does all kinds of repairing and upholstering. Mr. Devitt attends to undertaking in all its branches, and furnishes coffins and caskets of every size and style, at lowest prices.

**George W. Smith**, House and Sign Painter, 60 Washington Street.—Mr. Geo. W. Smith commenced business here as house and sign painter some twenty-five or thirty years ago, and he has continued ever since with a fair measure of success. He carries quite a stock of paints, oils, head-light and coal oils, lamps and lamp chimneys, glass, tin and wooden ware and canned goods of all kinds, dried fruits, soap, starch, candles, brushes, etc., and does a very good business, and is kept quite busy, especially so during the early spring and summer. All the large hotels on the island have been painted and beautified by Mr. Smith, as also all the large cottages. He is a good workman and his work is considered first-class. Mr. Smith is a native of the State of Ohio, but has been in this State for thirty-five years. He is well thought of and popular, is Captain of Company H, State militia, and is about fifty-two years of age. In addition to his business of painting, he carries a stock of patent adjustable window screens, that will fit any window, and his wife, Mrs. Smith, attends to the store while he follows his occupation.

**New Columbia House,** James Mooney, Owner and Proprietor, John D. Ward, Manager, Jackson Street.—The New Columbia House was built shortly after the great fire here, and is one of the most substantial and attractive buildings in the city. The house is built of best quality of brick, and the interior arrangements are simply perfect. The halls and stairs are wide and roomy, the ceilings are high throughout the entire building, and the parlors, office, etc., are furnished in hard woods. The sleeping apartments are of comfortable size, and the hotel has magnificent broad verandas on three sides of it, and guests can enjoy the sight of the ocean from them and from the windows of the house. The house is first-class in every respect; the table is all that can be desired, abounding with the luxuries of the season, and the general accommodations far superior to what most of the hotels here can offer. Mr. James Mooney is the owner and proprietor of the hotel, and Mr. John D. Ward is the business manager of the house. That these gentlemen know what they are about, is instanced by the fact that the house is generally crowded from the beginning of the season until its close. The house can accommodate three hundred guests. On Thursday, June 24th, the largest crowd that perhaps ever visited the Island, representing all the Baptist Churches of Philadelphia and vicinity, made headquarters at the "New Columbia." This excursion was for the benefit of the Baptist Orphanage of Philadelphia, and the hundreds that dined here, have carried with them to their homes the best impressions of the comforts, etc., of the New Columbia.

**St. John Cottage,** Mrs. E. St. John, Proprietress, North Street, between Congress and Wood Streets.—This is the second season since this pretty summer cottage made its inception as a competitor for the patronage of visitors and resorters to the celebrated beach of Cape May, and from its unsurpassed management and the excellence of its homelike comforts, its superior table and nicely-appointed chambers, new furniture, and being first-class in every respect, it has gained a popular and leading rank. It is an attractive three-story frame building, with ample accommodation for twenty guests, and is located near Congress Hall, within two blocks of the ocean and two minutes' walk of the railroad depot. Reasonable rates have been established and will be found to compete with those of the best houses of its class in Cape May. Mrs. St. John is a genial and popular favorite with her guests and spares no pains for their comfort.

**J. S. Deats,** "The New Atlantic," Jackson Street.—The "New Atlantic" Hotel is situated on Jackson Street, in full view of, and within one hundred yards of the ocean beach. Mr. J. S. Deats has been proprietor of the hotel some years and gives close attention to business. The house has a very fine location and is large, roomy and airy; it can accommodate one hundred guests and is a superior family hotel, having large, cool rooms and other attractions. The table, attendance and general accommodations are good and the proprietor makes it his object to study the wants of his guests. Mr. J. S. Deats, the proprietor, is a native of Pennsylvania, born in Northampton County. Nearly his entire life has been spent in the hotel business in different parts of the country, both in the Middle, Southern and Western States.

**N. C. Price,** Groceries, Paints, Oils, Glass, etc., 27 Perry Street.—Mr. Price has been in the grocery business for several years, and is now located at No. 27 Perry Street, just around the corner from Washington Street, and here he has a large and well-lighted store, where he keeps an extensive stock of well-selected groceries of every kind. He also carries a large stock of paints and oils and window glass, and is doing a very fair share of business. Mr. Price is a native of New Jersey, and is about fifty-four years of age. He is a good business man, attentive to his business and industrious. He is well thought of and has the confidence of the citizens of Cape May City. Of late there has been some building done here, and there is good prospect of plenty more in the near future, as certain New York and Philadelphia capitalists have purchased large tracts of land here, with a view of putting up extensive improvements. This will, of course, greatly benefit Mr. Price's business, and paints, oils and glass will be in great demand.

**Willow Cottage,** Mrs. M. L. Chaplain, Proprietress, corner of Howard and Columbia Avenues.—It is now over six years since this popularly established summer resort cottage was added to the attractive houses of Cape May and has ever since held a leading rank among the summer homes of this far-famed place. The cottage is a nice frame building of three stories, with ample accommodation for twenty-five guests. It is in the best order and is nicely furnished and fully appointed as a comfortable home, and under the experienced and best of management and has always been regarded as a highly popular and favorite resort. Its rates are moderate for its unsurpassed and home-like comforts, and the excellence of its table. Transient as well as permanent boarders will find Willow Cottage a superior home. The situation is not surpassed, being only one square from the beach and Stockton Hotel. It is strictly first-class in every respect.

**E. C. Cornell,** Restaurant, No. 8 Decatur Street.—About three years ago Mr. E. C. Cornell commenced business here, opening a restaurant at No. 8 Decatur Street. His location is good, being not far from the railroad depots and the principal business part of the city, and he secures a considerable portion of the transient business. He is an excellent caterer and can get up a meal that would satisfy the most fastidious feaster. He does his share of business and is very industrious. Mr. E. C. Cornell was born and raised in the State of New York, and is about fifty-two years old. He is a good business man and thoroughly understands the business he is engaged in.

**John D. Craig,** Organs, Musical Instruments and Sewing Machines, 44 Jackson Street.—Mr. John D. Craig has been established in business some fourteen or fifteen years, and occupies a good location on Jackson street, where he has an elegant and attractive-looking store. Here he carries a stock of organs and smaller musical instruments, such as banjos, guitars, flutes and wind instruments. He also carries a line of sheet-music of the latest popular publications. He is also dealing in sewing machines, chiefly the New Home sewing machine, a very superior article. In the line of organs he handles the Estey organ and those manufactured by Waters & Co. Neither of these instruments need any comment, their reputations for superiority has long since been established.

Mr. Craig is doing a very fair business, and the same is steadily increasing. He is a native of the State of New Jersey, age about thirty-eight, and a bright, active business man who knows his business. Mr. Craig served in the United States army during the war, and was honorably mustered out at its close. He stands very high in the estimation of the citizens here and he is fully deserving of all success.

**Sawyer's Chalfonte,** Col. Henry Sawyer, Proprietor, corner Howard Street and Sewell Avenue.—In 1876, this leading and elegant house was founded by Col. Henry Sawyer, and has grown into one of the most popular summer resorts of the coast of New Jersey. So great has been its success, that it has been three times enlarged since it was built. It is to-day without a superior as a family home, and is in every respect first-class in all its fittings and appointments, and its splendid *menu* is a leading feature of excellence. It is a conspicuous, large frame building of three stories high, and has full accommodations for one hundred and fifty guests. It has 500 feet of frontage on the ocean, is fitted with all the latest modern improvements, has electric bells and is one of the most comfortable houses in the entire city, replete with every comfort and luxury, and its popularity second to none. Its owner and founder is justly entitled to the highest praise, not only as a gentleman, but as a highly-distinguished soldier in the late war, he having entered the service as lieutenant of the New Jersey cavalry, and was raised by his heroism to the rank of colonel. He was taken prisoner by the Confederates in 1863, and imprisoned, tried and sentenced to be hanged, the execution being delayed pending negotiations for the exchange of prisoners, when at last, he was released for General Lee, and his life spared. After the war, he came to Cape May, built this elegant hotel and has ever since managed and owned it. Col. Sawyer is justly esteemed for his high character as a gentleman, and any praise that we could give would be superfluous to his merits as a hero, a soldier and a host.

**Sea Brook Cottage,** Miss M. A. Camp, late of the Clarendon, 14 and 16 Wood Street, below North.—This is the second season since the inception of this beautifully located cottage and from its first start, under the well-known and experienced management of Miss M. A. Camp, it became a popular success. It is a nice frame building of three stories, having ample accommodation for thirty-five guests and is most desirably fitted and furnished as a summer home for visitors to Cape May. It is open from April to December in each year and its rates are moderate. Its location is admirable in being within one block of the railroad depot and beach and it has an uninterrupted view of the ocean. The house has been thoroughly remodeled and put into very comfortable order and newly furnished.

**Baltimore House,** Mrs. J. C. Garwood, Proprietress, Hugh Street, below Franklin Street.—This is one of the oldest summer houses in Cape May, and has been taken under the judicious and experienced management of Mrs. J. C. Garwood, of Philadelphia, a lady of well-known experience and a popular favorite among her guests. It is a three-story frame building, with ample accommodation for one hundred guests. It is admirably located within five minutes' walk of the beach, and has a splendid view

of the ocean, and is surrounded by nice grounds. The house is well furnished, and has all the real and solid comforts of a private home. Among its leading features are its excellent table and its moderate rates to transients, while its regular boarders will enjoy all the real comforts and advantages at special rates. The house has for years been a well-known and popular resort for summer visitors to Cape May, and now, since it has come under the well-known management of Mrs. Garwood, it has received a hostess who combines all the requisites for making it one of the leading houses of Cape May.

**Page Cottage,** Miss A. E. Jones, Proprietress, corner of Stockton Avenue and Howard Street.—Seven years ago this aristocratic and superior summer cottage was established and has become since its inception one of the leading summer houses of Cape May and under the judicious and admirable management of Miss A. E. Jones, a lady of high abilities and experience, it has achieved a reputation of the first rank among the summer retreats of Cape May. It is a handsome frame building of three stories and comfortably furnished with an air of home-like comfort, and has ample accommodations for seventy-five guests, and is highly popular with the elite of the best society. Its location is unsurpassed, being close to the ocean, of which it commands a splendid view. Its chambers are models of real comfort, and its halls are wide, and all the rooms are richly carpeted. It is directly opposite the Stockton Hotel, whose music lends an additional charm. It is first-class in all its appointments and fittings, and the management is unsurpassed. Rates will be found most reasonable for its superior home-like comforts and luxuries.

**Wyoming Cottage,** Mrs. J. A. Myers, Proprietress, South Lafayette Street, opposite Congress Hall.—Mrs. Myers established this superior summer resort three years ago, and by her excellent and judicious management has made it one of the leading summer retreats of Cape May. It is a fine frame building of three stories high, with a fine ocean view, and has ample accommodations for fifty guests. It has many advantages in its favor, being located opposite Congress Hall, close to the beach and all its chambers are cheerful and airy and well furnished. The house is first-class in every respect and is liberally patronized by Baltimoreans. Moderate rates have been established for transient and regular boarders. Wyoming Cottage, under the care and management of its amiable hostess, must always hold a leading rank amongst the summer resorts of Cape May.

**Griffith's Cottage,** Mrs. E. Griffith, Proprietress, North Street, below Congress.—Three years ago Mr. Griffith founded this excellent summer home, the location being one of the best, having a grand view of the ocean, of which it is within one square, and also within a square of the railroad depot. It is a three-story frame building with ample accommodation for thirty-five guests at a time, and is first-class in all its fittings, furniture and appointments. Its table will be found a leading feature among its many home-like comforts, while its moderate rates for transient and permanent boarders will be found to compete with the most reasonable prices as yet adopted. Mrs. Griffith, its amiable hostess, is a popular favorite with her guests, and the cottage is at all times in the season liberally patronized.

**Arlington House**, John J. Kromer, Proprietor, Grant and North Streets, on the beach, near railroad depot.—In 1878, Mr. Kromer, an enterprising capitalist and business gentleman, built this superior house, which, from its splendid location and fine equipments, has ever since ranked among the leading hotels as a summer retreat of Cape May. It is a fine and spacious building, three stories high, has sixty rooms, and gives ample accommodations to one hundred and fifty guests. It is unsurpassed in point of location, and is a leading family house, with all the latest modern improvements and large, airy rooms. It is located in one of the coolest parts of the Island, and quite near the beach, across the street from the railroad depot, and has a grand view of the ocean. It is fitted and furnished as a first-class family home, and its table is unsurpassed for its solid luxuries, while its rates are below those of other houses of less comforts. It controls a large trade from the Southern States, Philadelphia, and the Western States, the house being a popular favorite resort with visitors from the entire South. Mr. Kromer is deservedly popular as a host for his genial and friendly manners, and is highly esteemed, both as a business man and a citizen.

**"The Oreole,"** Mrs. Meddlekauff, Proprietress, on the Beach foot of Perry Street.—This charmingly located and elegantly appointed summer retreat ranks as second to none and is first-class in all its fittings and equipments. It is under the management of Mrs. Meddlekauff, of Baltimore, who has made it in every respect a delightful resort. She has spared no pains in its homelike and elegant appointments. "The Oreole" is a large frame building, quite new and fully appointed as a summer resort and located in front of the ocean, of which it has an uninterrupted view, and also of Congress Hall lawn. It has no superior of its rank. Mrs. Meddlekauff is assisted in the management by her son, a courteous young gentleman, and "The Oreole" opens with the best advantages in its favor for those seeking a first-class home and would avoid the publicity of a large hotel. Congress Hall is directly opposite and the delightful music of its unsurpassed band is enjoyed at "The Oreole." A grand view of the ocean is had from every window.

**Brighton Cottage**, Mrs. K. S. Thomas, Proprietress, South Lafayette Street.—Among the summer retreats of Cape May, combining all the best, homelike and solid comforts with economy, this neat and desirable cottage, under the careful management of Mrs. Thomas, takes a leading rank. It is a neat, three-story frame building, and has been established for the past four years, and has ample accommodations for twenty-five guests. It is fully appointed as a neat and comfortable summer home, and its solid comforts and good table will vie with any of its class for its very moderate rates. It is located opposite Congress Hall, and within convenient distance of the railroad depot and the beach. Visitors stopping for the season, will have special rates and all the comforts of a home.

**O. R. Haynes**, successor to A. L. Haynes, Hardware, Stoves, Tinware, Crockery and Glassware, to Mansion Street.—Mr. O. R. Haynes has been in business some five years or more, and is located at 10 Mansion Street, occupying a store that is large and roomy. He carries a pretty large stock of stoves, both cooking and heating; hardware of all descriptions; tinware and crockery and glassware. He is a native of the State of New York, and has been in this State a number of years. He is about forty-three years of age, is a good business man and attentive to his affairs. He is about filling up his stock, and when he gets through he will have as complete an assortment in his different departments, as any house. Mr. Haynes is a gentleman of very good standing in the community, and one of the leading citizens here. Mr. Haynes is the owner of the only popular and permanent livery stable on the Island, and keeps a number of superior horses for saddle or driving, and all kinds of vehicles, of every style and description, for hire at lowest figures.

**C. B. Coles**, Manufacturer of Boxes, Doors, Sash, Blinds, Mouldings, etc., Brackets and Scroll Sawing, Office, No. 14 Kaighn's Avenue, Camden, N. J.—Carefully exploring the industrial resources and advantages of Camden, we cannot omit some comment on the enterprise of Mr. C. B. Coles, who is engaged in the planing mill business, with a success that entitles him to recognition in this work. Establishing some years ago, he began operations with a limited capital, but a thorough knowledge of the business, as shown by the fact that it has already increased to a very considerable extent. The premises occupied by this industry, are located on Kaighn's Avenue, in the southern section of the city; the grounds being 137x600 feet in dimensions, the mill occupying a space one hundred feet square. This mill is well supplied with machinery, all of which is of improved modern design, and is operated by an engine of seventy-five-horse power; and necessitating the employment of seventy-five skilled hands, to whom are distributed over \$600 weekly. The specialty of manufacture includes boxes, doors, sashes, blinds, mouldings and general planing, mill work of all kinds, together with bracket and scroll sawing. Mr. Coles is also a general dealer in lumber and carries in stock a large amount. The trade of this house is large, extending throughout New Jersey and Pennsylvania, and is each year reaching to greater proportions. The office is at No. 14 Kaighn's Avenue. The head of this extensive enterprise, Mr. C. B. Coles, is a native of New Jersey, and a gentleman thoroughly familiar with the business in which he is engaged. Taking an active part in all its practical details, he is prepared to compete with any in offering substantial advantages to the trade, and is highly esteemed as being prompt, reliable, and liberal, in all his operations. His mill is so replete with first-class machinery and facilities, that he can promptly fill almost any order that is placed in his hands, and of the very best material.











X N.J.  
HD 972  
NS 153  
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